

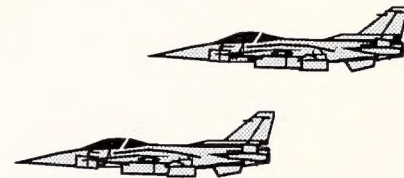


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FINAL ENVIRONMENTAL IMPACT STATEMENT FOR THE COLORADO AIRSPACE INITIATIVE

VOLUME IV – Public Comments on the Draft EIS
Received at the Public Hearings



August 1997

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FINAL ENVIRONMENTAL IMPACT STATEMENT FOR THE COLORADO AIRSPACE INITIATIVE

VOLUME IV -- Public Comments on the Draft EIS Received at
the Public Hearings

Air National Guard
National Guard Bureau
Andrews Air Force Base, Maryland

August 1997



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WRITTEN COMMENTS

WRITTEN COMMENTS FROM MEETING AT
LAMA, COLORADO, MAY 7, 1998

**WRITTEN COMMENTS FROM MEETING AT
LAMAR, COLORADO, MAY 7, 1996**

Written Comment Form

MAY 7 1996

ENVIRONMENTAL IMPACT STATEMENT FOR THE COLORADO AIRSPACE INITIATIVE

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Jim Sidebottom

TITLE/ORGANIZATION: _____

ADDRESS: 504 Willow Valley Durak, CO 80521
(Street) (City/State/Zip)

- COMMENTS -

I support the draft EIS and the need to have areas for the ANG to fly and the train. This open country with low population density is ideal for this type of activity.

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Please hand this form to the staff, drop into the collection box, or mail to:

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Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 7 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Ray Heger

TITLE/ORGANIZATION: _____

ADDRESS: 4 Lake Rd. Lamar, Co 81052
(City/State/Zip)

- COMMENTS -

I appreciate the need for our military force to experience realistic training. This I fully support. The Air Force's use of the desolved air space. The only interest I should have had owner is insignificant when considering the requirements for the Air National Guard.

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 7 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: DOUGLAS MELCHER

TITLE/ORGANIZATION: _____

ADDRESS: 12845 Hwy 87 Holly Co 81047
(Street) (City/State/Zip)

- COMMENTS -

I DO NOT APPROVE OF THE PROPOSED NEW OVERFLIGHT BY THE ANIC.
IT WOULD BE MORE DESIRABLE NOT TO HAVE TO ENHANCE THE NOISE LEVEL
EVEN IF THE TIME DURATION IS FOR A FEW SECONDS. THE PAIN FROM
A INJURY CAUSE THE SUDDEN NOISE CAN LAST FOR DAYS. LOSS OF SLEEP
CAUSED BY NIGHT TIME FLIGHT IS ALSO A PROBLEM.

RESPONSES TO COMMENTS

Response to Comment No. 1

An additional discussion of human health effects has been added to Volume I of the EIS and can be found in new Subsection 4.13. This new subsection provides more information than previously given in the Draft EIS in Appendix G of Volume II.

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**WRITTEN COMMENTS FROM MEETING AT
LA JUNTA, COLORADO, MAY 8, 1996**

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 8 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Kimmi Lewis
TITLE/ORGANIZATION: landowner, Mudley Valley Ranch
ADDRESS: 4300 Hwy. 109, - Ariz, CO 81049
(Street) (City/State/Zip)

- COMMENTS -

I think the people that are not here should
of been - people that are trying to make a living
off the land don't either have time or have not
heard about the meeting. Some of us cannot afford
daily papers and only get mail delivered 2 days a
week.

Why doesn't the groups that are in favor
of this new program send out a letter to all
the landowners in these 4 main MRA's? We, find
another way to get "feedback" from the people of
this area? .

We are very concerned about the impact of
more flights over our ranch.

Please hand this form to the staff, drop into
the collection box, or mail to:

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RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Written Comment Form

MAY 8 1996

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: MARGARET R. (PEG) HAUTMAN
TITLE/ORGANIZATION: -
ADDRESS: 304 S. STITH P.O. Box 187 OLNEY SPRINGS CO 81062
(Street) (City/State/Zip)

- COMMENTS -

1. ALL QUESTIONS WERE ANSWERED BY KNOWLEDGABLE/
QUALIFIED PERSONS.
2. NOISE MONITORING STUDIES WERE EXHAUSTIVE AND
WHILE TECHNICAL IN SCOPE THEY PROVIDED THE
POSITION THAT SUPPORTS THE DEIS.
3. CHANGES IN THE CORRIDORS ARE CONSISTENT WITH
POPULATION GROWTH.
4. COMPARED TO HELICOPTERS AND TRAINS, THE
SHORT-TERM EXPOSURE TO ANY F-16 NOISE
(IF HEARD) IS A MINDR INCONVENIENCE.
5. I SUPPORT THE DEIS AND THE ROLE OF
THE AIR NATIONAL GUARD IN PROTECTING
MY FAMILY AND MY ENVIRONMENT.

Please hand this form to the staff, drop into
the collection box, or mail to:

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RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

**WRITTEN COMMENTS FROM MEETING AT
ALAMOSA, COLORADO, MAY 14, 1996**

Written Comment Form

MAY 14 1996

ENVIRONMENTAL IMPACT STATEMENT FOR THE COLORADO AIRSPACE INITIATIVE

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Theresa C. Grady
TITLE/ORGANIZATION: Private Citizen
ADDRESS: 404 13th St. N. Las Vegas, NV 89101
(City/State/Zip)

- COMMENTS -

1. Meetings were not held in communities directly affected by the plan.
2. Comments completed by Citizens groups have not been considered.
3. If by order are assessed now by 14th.
4. A new track over S-V & Le Vista road will be developed.
5. Subject to the A-NG using any air space for these purposes.

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RESPONSES TO COMMENTS

Response to Comment No. 1

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

Response to Comment No. 2

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

RESPONSES TO COMMENTS

Response to Comment No. 3

The CAI was initiated several years ago with an Original Proposal that did include some low-altitude flights in the areas identified. However, the ANG identified a new Preferred Alternative in the Draft EIS. This Preferred Alternative was the culmination of efforts by Governor Roy Romer, members of the Colorado Congressional delegation, a Citizens' Working Group, and the ANG to reach a viable alternative which addressed the concerns of the citizens of Colorado.

This Preferred Alternative does not include new or lower flights in the vicinity of the Wet Mountain Valley or the Sangre de Cristo eastern slope. In fact, La Veta MOA will remain as currently charted (minimum altitude 13,000 ft. MSL) but with fewer flights. A military training route, VR-412, which is currently charted through the Wet Mountain Valley, will be totally eliminated. Rather than increasing the training activities in the area, training would be reduced. Low-altitude flights in the Wet Mountain Valley, using either MOAs or MTRs, would be completely eliminated by this proposal.

Response to Comment No. 4

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

MAY 14 1996

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Clarence J. Martin
TITLE/ORGANIZATION: Private Citizen
ADDRESS: Box 2, Sanford, Co. 81151
(City/State/Zip)

- COMMENTS -

I am not a saddle-rider. For some reason
this meeting was not well known in the
end of the valley, for we that support the
AGC. If more of the supporters were in
attendance, I believe there would be more
contention when meeting with those against
the TAG.

We can have the very best plans in the
world but if we have ~~not~~ pilots that
can fly in all weather, this
will not have the ability to ~~operate~~ compete
with evening pilots.

Clarence J. Martin

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RESPONSES TO COMMENTS

Response to Comment No. 1

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Written Comment Form

MAY 14 1996

ENVIRONMENTAL IMPACT STATEMENT FOR THE COLORADO AIRSPACE INITIATIVE

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Maureen M. Baker
TITLE/ORGANIZATION: Private Citizen
ADDRESS: 776 Craft Dr. Stanwood Co. ME
(City/State/Zip)

- COMMENTS -

This is the first meeting I have attended and I found it very interesting. There were attendees at the public hearing were speaking to each other and through papers and stopped in some of the areas. I say the F-16's are killing the birds as well. I feel I'm sure there's no other but many die birds are too. I do not believe that the birds is "safe" from any future wars. I think people have been killed even a lake scene or security. I want our jobs well trained. Perhaps the ALC could use the southern end of the valley and alternate time with these flights around Crestone. Please don't be discouraged by the security back support by the ALC. I brought with a very detailed letter.

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RESPONSES TO COMMENTS

Response to Comment No. 1

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MAY 14 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Gene A. White

TITLE/ORGANIZATION: _____

ADDRESS: 704 Murphy Dr. Alamosa Colorado 81101-2041
(Street) (City/State/Zip)

- COMMENTS -

I work in the East side of the San Luis Valley, where the planes fly. I very much enjoy the planes. It makes my day to see them come by. Some people complain about the noise they make. This noise is sudden but lasts at most 15 seconds. If you divide this over 24 hours there is none at all. A person in a cafe will get more irritation from someone playing the jukebox, which it seems is always too loud. Also motorcycles without mufflers and cars with loud base stereos are worse than the noise from airplanes. Some people complain about supposed economic loss. The short amount of time of noise couldn't cause land devaluation or business loss, in my opinion. I have watched wild life during a sharp loud contact. They only flinched or may have jumped a short distance. Then they go back to eating.

The few seconds of noise is a very small price to pay for the training that is used in the defense of our nation.

The air corridors are in low populated areas, causing a minimal effect on the fewest people. I am in favor of the proposed initiative. Thank you.

Gene White

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RESPONSES TO COMMENTS

Response to Comment No. 1

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MAY 14 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Loren Buss

TITLE/ORGANIZATION: _____

ADDRESS: 5664 E Hwy 160, Monte Vista, Colo. 81144
(City/State/Zip)

- COMMENTS -

I approve of the preferred alternative route VR 413 with the following questions concerning airspace use. Is the entry into the San Luis Valley in the Hayden Pass area west of Hayden Pass itself? Hayden Pass is a highly used area by general aviation aircraft going to and from the Denver Colo. and the San Luis Valley. What is the airspace floor for VR 413? With the amount of general aviation traffic going back and forth from the San Luis Valley to Denver Colo. both VFR and IFR, this needs to be given adequate attention.

Keep up the good work!

RESPONSES TO COMMENTS

Response to Comment No. 1

The VR-413 entry point is near Palmer Lake (approximately 17 NM north of Colorado Springs). The route then passes approximately 10 NM west of Hayden Pass. The 140 WG has included as a special emphasis item for their pilots and those using 140 WG managed airspace that Hayden Pass is a preferred route for general aviation pilots. The floor of VR-413 is currently published as "surface." Under the Preferred Alternative, the floor would be raised to 500 feet above ground level.

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THE COLORADO AIRSPACE INITIATIVE

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Christine Allen
TITLE/ORGANIZATION: Private citizen
ADDRESS: 44239 CR 42, Del Norte, CO 81132
(City/State/Zip)

- COMMENTS -

When a private citizen from Prestone reports of two fighter jets 50-100 feet over Moffatt School and of almost being run off the road on Hwy 17 and in Baca Grande (twice) by jets, I wonder what she was smoking at the time. The "opinions" of the COANG opposition seem to be based on misinformation, ~~misinterpretation~~ misinterpretation of facts and just plain lack of common sense. Yes, they expect the COANG to train their pilots properly but "don't do it in Colorado"! They want sortie count in IR409 limited to 14 per year. How much training could that be considering how many pilots there are? Prestone residents accept Hwy 17 as a hazard route with no objection, but find fault with jets flying over? What's wrong with this picture? Complaints about the 6 pound weight of the EIS would have been complaints if it was 6 pages (not thorough enough).

When Open Space Alliance states in print that "F-16 jets.... flying so low that Monks at the Zen Center looked down on fly-bys and students at the Moffatt School could look into pilots' eyes," they ~~lose~~ lose their credibility entirely.

Assigning VR-413 sorties to VR-416 is not feasible in any way, geographically.

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Airspace Initiatives
"Alternative" had been a viable

alternative, it

would have been considered and included.

Hearing about the woman who said F-16s were flying

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

under power lines made me bite my tongue to keep from laughing. Even an expert pilot couldn't fly under power lines at 400-500 mph. Maybe a cropduster doing 60, but not a jet.

These people are being totally unreasonable by trying to cram this kind of B.S. down the average citizen's throat. They can't possibly believe in what they are doing if they can't even tell the truth.

Maybe they have legitimate complaints, but who can sort it out when their statements are full of exaggerations + obvious "untruths"?

This private citizen, also a resident of this valley, does not want to be included with these "crackpots". 176 flights per year is nothing compared to the number of commercial flights (+ their crash record is not as good as the COANG).

May 13, 1996

Response to Draft EIS for the Colorado Airspace Initiative.

Because of the limited time and resources our department has available, we've incorporated the Director of the National Airspace Coalition, Dale Ahlquist's response, into some of our concerns.

It took three professional firms and a government agency four years to produce the DEIS. How can you expect a group of volunteer, non-professional part-timers to be able to respond to it in 60 days.

The background for the reason of the Colorado Airspace Initiative (CAI) is ambiguous at best and unfortunately thoughtless and destructive to rural Colorado at worst. Reasons for CAI bounce from "The new Denver Airport" to "F-16 modernization" while at the same time WG-140 already admits to "maintaining its readiness" seems to indicate that once the airspace is gotten from this initiative, a justification will evolve. What you are actually doing is mere speculation of the airspace.

These are some basic questions which trouble us

What is the purpose of "Airburst "C" and why is it so important to this airspace plan? Where is that explained in the DEIS?

Why the increased number of sorties in Airburst and in the MTRs leading into Airburst if there is only a 10% loss of the sorties in Kit Carson, a loss which is more than compensated for by the addition of Two Buttes MOA?

Can Colorado (or any state) afford the luxury of having its Air National Guard units design their own airspace because they do not find it convenient to deploy?

What other units will have access to this airspace once this plan is initiated?

It is environmentally and economically and ethically responsible to

underlying residents to keep adding military airspace to the national airspace system to accommodate local Air National Guard Units?

What are the costs, the real costs, and all the costs of flying an F-16 per hour? Per year? What would be the cost of purchasing an F-16 flight simulator for Buckley AFB and how soon would the purchase be paid off by the savings reducing actual air time? This is not a suggestion of replacing all flight training with simulators but greatly reducing the overflights.

Low Altitude Training (SAFETY)

Air-to-Surface attacks in the Gulf War were from medium to high altitudes. New technology renders most low-level tactics outdated and unnecessarily risky, why the need for low altitude training ?

In the DEIS Draft appendices there is a graph showing 1987-89 Air Force Bird Strikes Worldwide by Altitude, and since the majority take place in the first 2000 ft. above the surface, why not minimize impact to birds, and further enhance the safety of the pilot by lifting altitude restrictions from 500 ft to 2000 ft. since the San Luis Valley is a wildlife corridor for many species of migrating birds?

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

What's more, the DEIS has not even attempted to seriously explore the question of whether Military flyovers are even compatible with Wilderness areas. Has the DEIS truly considered the value of *natural quiet* as a scarce national resource?

Section 3-5 of the DEIS states "Initial response to an aircraft accident is the responsibility of the civilian authorities nearest the crash site, who provide emergency services such as fire, police and medical assistance."

The DEIS states, "The National Guard Bureau NGB would provide training on aircraft accident response requirements to any emergency response agency in the area...upon request."

Does the NGB have any information on present capability of volunteer emergency crews? Has the NGB asked local volunteer emergency crews whether they want to deal with a potential military crash impact in their area? What about clean-up following the crash?

The potential fires caused by jet crash has not been fully evaluated. The scenario of quote "dry and windy climatic conditions at certain times of the year could aid to the rapid spread of fire" does appear a number of times in the DEIS followed by "In addition, there are no small surrounding communities that have even a limited response capability," followed by "The National Guard Bureau will provide training..." etc. "...upon request" as stated above.

So the premise is that there just isn't enough potential jet crashing to worry about so we'll just repeat the same paragraph over and over for each fire hazard scenario we come up with and leave it to the local emergency departments to deal with it. Thanks for all the thought you've given to the volunteer emergency crews in these MOA/MTR areas.

For all your military preparedness you seem to lack some of the basic fundamentals of an educated and prepared emergency response team who are at best an hour away from a crash scene. The core of your plan is a volunteer emergency crew that doesn't have the expertise to deal with this worse case scenario which continues to occur throughout the country if you watch the news on a regular basis. You are putting an enormous responsibility on emergency people who may not even be aware that this DEIS on the CAI exists.

Finally, the Wet Mountain Valley and the San Luis Valley have no socioeconomic/financial benefit from this initiative. You want the airspace, you want the emergency protection if it should arise and we get to deal with the consequences in all its forms, because of your desire for more airspace.

So we find ourselves in the precarious situation of having to defend ourselves from our own defense department. This is unfortunate for all of us.

Thank you for your time,
The Baca Grande Volunteer Fire Dept.
P.O. Box 127
Crestone, CO 81131

Written Comment Form

MAY 14 1996

ENVIRONMENTAL IMPACT STATEMENT FOR THE COLORADO AIRSPACE INITIATIVE

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Helen Hill
TITLE/ORGANIZATION: Huerfano Valley Citizens Alliance
ADDRESS: BOX 176 (City/State/Zip) Gardner CO 81040

- COMMENTS -

I cannot understand why Gardner was not one of the locations chosen for a public meeting about the DEIS. Gardner is right in the middle of the La Veta Mof. absolutely in the EOI. Alamosa is not - why are we having a meeting here and none in Gardner?? Also none in Moffat or Crestone?? Doesn't this seem absurd?? It does to me and to dozens of other Gardner area residents who were unable to come to this meeting - it is 1 1/2 hours from Gardner.

It may seem that this is not a comment on the DEIS - but it certainly is. Public hearings are part of the DEIS process and the choice of meeting sites is definitely flawed.

RESPONSES TO COMMENTS

Response to Comment No. 1

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

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Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 14 1988

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: John Koshat
TITLE/ORGANIZATION: _____
ADDRESS: PO Box 175 MOSCA CO 81146
(Street) (City/State/Zip)

- COMMENTS -

WHEN I SENT OFF THE DEIS I WAS VERY HAPPY THAT A TRULY THOROUGH & EXACTING STUDY OF THE ENVIRONMENTAL IMPACTS AND THE SOCIOECONOMIC IMPACTS OF THE AIRSPACE INITIATIVE, THE ANG AND ITS CONSULTANTS HAD A UNIQUE OPPORTUNITY TO REALLY INVESTIGATE THROUGH RESEARCH & FIELD STUDIES THE UNIQUE NATURAL, CULTURAL & HISTORICAL RESOURCES PRESENT AMONG THE VALLEY FLOOR & FOOTHILLS OF THE SAGRE DE URSINO MTS. AS A RESIDENT, MY CONCERN IS THAT THE SOLITUDE AND "SPECIALNESS" OF THE AREA NOT BE DISTURBED BY ANG FLIGHTS.

UNDERSTANDING, THE ANG WANTS THE DEIS TO SUPPORT THEIR WISHES & FUTURE PLANS FOR VR-413 AND ALTHOUGH OUR PUBLIC COMMENTS HAVE BEEN LISTENED TO AND A FEW CHANGES HAVE BEEN DONE TO CHANGE THE ROUTE, I HAVE FOUND AN INCREDIBLE NUMBER OF MISTAKES IN THE DETAILS AND FACTS PRESENTED IN THE DEIS. IT SEEMS THAT ATTENTION TO DETAIL WAS NOT A KEY INGREDIENT IN THE PUBLISHING & AUTHORING OF THIS DOCUMENT.

THE TRUTH IS THAT ABOUT THIS DOCUMENT & EIS IS THAT MUCH MORE COULD HAVE BEEN DONE WITH THIS STUDY TO REALLY DISCUSS THE IMPORTANT ISSUES. THE BIOLOGICAL, ECOLOGICAL & NOISE PORTIONS OF THIS STUDY ARE REALLY VERY POORLY DONE AND PROVIDE VERY LITTLE REAL IN-DEPTH REVIEW OF THE IMPACTS TO THESE RESOURCES WHICH ATTRACT VISITORS TO THE VALLEY AND THE NATURAL

SITES THAT ATTRACT A UNIQUE QUALITY WHO LIVE HERE.

I WOULD LIKE TO THE ALTERNATIVE

GROUP. IT IS UNBELIEVABLE TO ME THAT THE RECOMMENDATIONS OF THIS GROUP WERE NOT CONSIDERED AND WERE NOT PRESENTED AS AN ALTERNATIVE TO THE ANG PROPOSALS.

Please hand this form to the staff, drop into the collection box, or mail to:
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Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fletcher Avenue
Andrews AFB, MD 20762-5157

ATTRACTIVE & RECREATION
DUE VISITORS AND PROVIDE
OF LIFE FOR THOSE OF US

REITERATE MY SUPPORT OF
PRESENTED BY THE "WORKING

RESPONSES TO COMMENTS

Response to Comment No. 1

An additional discussion of human health effects has been added to Volume I of the EIS and can be found in new Subsection 4.13. This new subsection provides more information than previously given in the Draft EIS in Appendix G of Volume II.

Response to Comment No. 2

The research completed to support the preparation of the CAI EIS follows the use of various accepted scientific methodologies used to analyze pertinent potential impacts. These analyses have been prepared by qualified scientists and engineers who perform these services for a variety of customers, including the ANG.

Response to Comment No. 3

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 14 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: JANET WOODMAN
TITLE/ORGANIZATION: PRIVATE CITIZEN
ADDRESS: PO BOX 123 CRESTONE, CO 81131 (City/State/Zip)

- COMMENTS -

I would like to comment on the amount of taxpayers' money that has been spent on display, videos and written information supporting the airspace initiative. Very professional, and calculated to "blow the volunteer-staffed, donation-funded citizen opposition groups out of the water." I do not like to see my tax money used to ~~persuade~~ persuade me to ~~live~~ code the tangril, potential life I love to low-fly, why noisy and dangerous aircraft.

These aircraft are rendered even more dangerous by the young pilots "not doing" in these enormously powerful aircraft. I have been almost under the road by low-flying military jets; ~~and~~ another time, standing in my living room, watching jets come down the valley toward my house, my visceral response was to dive to the floor when they went overhead, even though I knew they were coming. Pilots of these jets have repeatedly violated altitude and other safety regulations. As far as any of the civilian observers of these violations can determine, nothing disciplinary has been done about it. When the Air National Guard calls us of height and flight path restrictions, we don't believe that they will ~~enforce~~ enforce them any more effectively than they have in the past.

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Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2

Pilots must train for combat readiness; however, the Federal Aviation Administration and the USAF have strict rules to ensure pilots operate their aircraft in a safe manner. The rules govern minimum altitudes, maximum speeds, and type maneuvers that can be performed inside and outside designated training airspace. Any misconduct by a military pilot is a serious matter and commanders have the authority to suspend pilots who willfully violate flight rules or operate in an unsafe manner.

Response to Comment No. 3

The ANG takes the public's concerns about pilot accountability very seriously. Any misconduct by a military pilot is a serious matter. If a member of the public is experiencing any problems with the military's operations in any of the airspace in an area that affects a person directly, the public affairs officer at the nearest military installation should be contacted immediately, or call (800) 582-8507.

The Federal Aviation Administration and each military service have very strict rules to ensure pilots stay within defined training airspace. The rules govern minimum altitudes, maximum speed, and type maneuvers that can be performed inside and outside designated training airspace. Military commanders have the authority to suspend pilots who willfully violate flight rules, such as flying outside designated training airspace. The military closely manages the airspace they use to ensure they do not exceed planned parameters.

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 14 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: David P. Cooper

TITLE/ORGANIZATION: _____

ADDRESS: 4670 Del Viento Dr. Alamosa, CO 81101
(City/State/Zip)

COMMENTS

For what its worth, I would like the AIA to be aware of an incident that happened to me. I believe in the summer of 1991, before San Luis Lake became a pay-for-use area of the Colo. Div. of Wildlife. I had taken my 2 small children, ages 2 and 3, and several neighbor children to the San Luis lakes on an outing. We were on beach on the west side of the lake when 2 jets (military) made a low pass from east to west directly over us at approximately an altitude of 1000. My 2-year-old was so frightened by the noise she crawled into the back of my car and lost control of her urinary bladder. Within a matter of a minute or two the jets made another pass over us — at the same altitude — from west to east. By the end of the children were quite frightened — so much so, we packed up and headed home. I feel we were a "target" of some sort and obviously our outing was ruined. I understand the military's need to practice maneuvers but am especially sympathetic to civilian ~~rights~~ to privacy and pursuit of happiness. To my knowledge this area was not a part of an MOA — which is that the issue anyway — just a convenient "target" or someone's idea of fun.

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Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fitch Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Because of the many avenues through which the public has received information on the CAI, including both factual and nonfactual information from various sources, some confusion may exist about the existing airspace and proposed new airspace, particularly for the Wet Mountain Valley and the San Luis Valley. The La Veta MOA is an existing airspace. No changes are proposed for this airspace.

VR-413 is also an existing airspace; however, under the Preferred Alternative, its width would be reduced in size and its eastern boundary moved away from the Sangre de Cristo Mountains. The minimum altitude would be raised from surface level to 500 feet above ground level. VR-412, which is currently a low-altitude route through the Wet Mountain Valley, would be eliminated altogether under the Preferred Alternative, thus eliminating low-altitude training completely from the Wet Mountain Valley. Sorties over the Wet Mountain Valley also are reduced under the Preferred Alternative.

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 14 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Daniel S. Johnson
TITLE/ORGANIZATION: citizen USA
ADDRESS: Box 51 Creston, CO 81131
(City/State/Zip)

- COMMENTS -

In 1989, I was suffering from a back injury incurred in an auto accident. I was unable to work for a couple of months and had to wear a neck brace. One day, a military jet flew so close overhead that I literally 'hit the deck' as the noise of an assumed crashing plane roared thru my living room. I was re-injured and angry. These super low flights have ceased, but divers are still common - even though the MOA doesn't extend to our area. No complaints can step them.

There are so many areas which can be used for training flights, there is no equipment which could handle a crash, we live in an area of religious retreats and artists. There is no need for flying in our valley. Wilderness areas, tourists, the bison range, hot springs, stables and all make this even less of a good 'target' for games like these.

Having this meeting 100 miles round trip from our area may have prevented massive opposition but it reveals the sneaky methods of the military. The EIS is a sham. It contained none of the alternatives presented by the official board of experts. At this meeting, I've heard military men making fun of anyone as a bunch of religious nuts. Do I believe these people are

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Environmental Division
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3500 Fletcher Avenue
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RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2

The use of other training areas was examined as part of the development of the alternatives studied in detail in the EIS in Subsection 2.3. The proposal was designed to minimize conflicts with potentially sensitive areas while providing the training resources necessary to meet military readiness requirements. Specific narrowing criteria for the selection of military training airspace (see Subsection 2.3.3 in Volume I) were used to evaluate other locations, and no alternative training areas were identified that could be substituted for the airspace configuration proposed in the alternatives studied in the EIS.

The primary user of the airspace included in the Colorado Airspace Initiative is the 140 WG based at Buckley Air National Guard Base in Aurora, Colorado. Because of limited resources and aeronautical constraints, virtually all of our nation's fighter units train in airspace that is within a "tank of gas" of the aircrews' base.

Response to Comment No. 3

Initial response to an aircraft accident is the responsibility of the civilian authorities nearest the crash site, who would provide emergency services such as fire, police, and medical assistance, as necessary. It is the responsibility of the civilian unit responding to an aircraft accident to determine what response actions they are capable of performing, including the evaluation of proper personnel training and response equipment. If the responding unit is not capable of performing certain response actions, they should request assistance from the nearest civilian unit capable of performing the required response. In the event of an aircraft accident, the nearest USAF installation would be notified by these authorities. In most cases, the nearest USAF installation would have been previously notified by the USAF unit associated with the downed aircraft. Upon notification of the aircraft accident, the commanding officer of the nearest USAF installation dispatches a Disaster Response Force. The Disaster Response Force includes personnel who have been trained to respond to this type of occurrence, and would include disaster preparedness, security police, medical, fire department, legal, munitions, mortuary, and others as required. The Disaster Response Force would assist local response teams in matters of fire suppression, site security, medical treatment and evacuation, accident evaluation and investigation, retrieval of classified materials or equipment, and protective measures, such

Actually interested in my opinions? I can't.
Still, I remember the days of low flyers and imagine they'll resume if we don't speak up. Get those awful war machines out of our valley. We don't have any terrorist bases, Fremont or babies to napang. This is certainly a strong protest and not totally accurate, but let me demonstrate the anger and helplessness we feel when the military (national guard) does whatever it feels despite widespread protest.

RESPONSES TO COMMENTS

as munitions disposal and hazardous/toxic materials protective measures. When necessary, the Disaster Response Force would coordinate activities with other regional response forces to ensure all personnel and equipment are obtained for proper mitigation and control of the accident site. It is the ANG policy to provide training, upon request, on aircraft accident emergency response to any recognized emergency response agency.

Response to Comment No. 4

The EIS has evaluated cultural resources, such as historic or Native American sites, by consulting with the appropriate state representatives and local experts to obtain an understanding of the resources present in the study area and to determine whether any possible impacts exist. Some religious and/or meditation centers are under existing airspace. Consequently, the elimination of VR-412 and the changes to VR-413 under the Preferred Alternative, which raises the minimum altitude from surface level to 500 feet above ground level and reduces the route width from 12 miles to 6 miles, should be beneficial to such locations.

Response to Comment No. 5

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 6

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

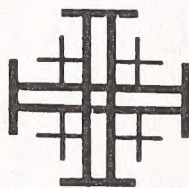
RESPONSES TO COMMENTS

Response to Comment No. 7

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

Response to Comment No. 8

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).



Nada Hermitage
Box 219
Crestone, CO 81131
(719) 256-4778
FAX: 256-4719

Nova Nada
Kempville
Box BOW 1YQ
Nova Scotia
(no phone)

THE SPIRITUAL LIFE INSTITUTE

Response to the Draft Environmental Impact Statement of the
Colorado Airspace Initiative

Air National Guard Readiness Center
Program Manager, CAI EIS
ANGRC / CEVP
3500 Fetchet Ave.
Andrews Air Force Base, MD 20762

May 14, 1996

To Whom it concerns:

I recently read the DEIS (particularly those sections dealing with VR 413) prepared for the Colorado Airspace Initiative, as well as Dale Ahlquist's (Director, National Airspace Coalition) response. I am in agreement with Mr. Ahlquist's assessment, and would sincerely hope that the EIS deal thoroughly, and substantively with his critique. In particular I would like to reiterate some of his concerns that we would especially like to see addressed. (The numbers in parentheses refer to page numbers of Mr. Ahlquist's response.)

- 1) Why were none of the three alternatives submitted to the ANG (all of which suggested the elimination of Airburst "C") evaluated by the DEIS? (8)
- 2) Why the emphasis on low-level training? (11)
- 3) Why were FICON guidelines used to assess the impact of noise (which is the major concern of members in our community) when these guidelines are admittedly inadequate for use in rural areas? (13-18)
- 4) Why does the DEIS differ so greatly from the Colorado Division of Wildlife with respect to the impact of the CAI on wildlife? (21)
- 5) Why were the findings of Eric Nickell and Prof. William Weida on socio-economic impacts not addressed in the DEIS? (28)
- 6) Finally, and of greatest concern to us, why did the DEIS not deal substantively with the impact of VR-413 on the religious/cultural resources in the Crestone-Moffat area? (27)

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

A few final points:

Throughout the DEIS ran the phrase, "There would be no unavoidable adverse impacts..." If one drives a car into a tree, the car will crash. In that situation there would be "no unavoidable adverse impacts" given the initial decision to drive into the tree. Thus, the DEIS is not saying that there will be no impact from the CAI, no even that the impact will necessarily be minimal, merely that the impact that will occur is unavoidable.

When I first arrived in the San Luis Valley thirteen years ago, military flights were frequent, low, and loud. In the past four years this has not been the case, even less so during the preparation of the DEIS. I would like to attribute this to a sympathetic response to the valid concerns expressed by the citizens of the valley. Is this so? I remain skeptical.

Throughout history, most civilizations have collapsed not primarily by military defeat, but by spiritual and moral decay (the fall of Rome being the most outstanding example). Thus, we of the Spiritual Life Institute, as well as other religious communities in the area, are even more involved in the defence of our country than the Colorado Air National Guard. We have no objection to them doing their job, as long as they let us do ours.

We are grateful for the opportunity to respond to the DEIS, and look forward to a more complete consideration of the issues raised in the Final EIS.

Sincerely,

Eric Haarer

Bro. Eric Haarer
Spiritual Life Institute

cc

Dale Ahlquist, Director, National Airspace Coalition
Ellie Mueller, Open Space Alliance

MAY 14 1996

CRESTONE MOFFAT BUSINESS ASSOCIATION

P. O. Box 95
Crestone CO 81131

Colorado Air National Guard

The Crestone/Moffat community is a community heavily supported by tourism. Most of our tourism has to do with spiritual retreats. People are drawn to this area for the meditative tranquility as well as the beauty.

We have approximately ten spiritual or religious temples, schools, ashrams and/or communities. Our mountains are laced with small hermitages where people can come for complete quiet and peace in order to do their spiritual work. All of these groups value the quiet of this area and would be forced to move elsewhere if their tranquility were jeopardized.

The Air Space Initiative threatens our economy. Take away our tourism trade and our bed and breakfasts, body workers, craft people and restaurants cannot survive. This would be disastrous to us economically. On the attached list of members, of the over forty-five members, at least thirty rely on tourism for their business.

We ask that this be considered heavily in your decisions regarding our airspace. Please keep this valley quiet. We value our peace.

Thank you.

Sincerely,

Bonnie Compton

Bonnie Compton
President,
Crestone/Moffat Business Association

RESPONSES TO COMMENTS

Response to Comment No. 1

The role of tourism in the local economy, and its impact from the alternatives associated with the CAI, have been studied in the EIS as a part of the evaluation of socioeconomic impacts. There are a number of factors, other than aircraft operations, that may affect tourism and the use of recreational areas, including weather, the proximity of other attractions in the area, and the economy. While it is possible that a tourist visiting an area may find an aircraft overflight to be annoying, no significant change to the tourist industry would be expected considering the fact that the majority of the CAI airspace has existed for many years and the relevant influences from military aircraft operations are not changing in the study area. The contribution of tourism earnings to total industry earnings was presented in the EIS for each airspace. In all instances, these values were very consistent with overall state levels of tourism earnings as compared to industry earnings.

Response to Comment No. 2

The EIS has evaluated cultural resources, such as historic or Native American sites, by consulting with the appropriate state representatives and local experts to obtain an understanding of the resources present in the study area and to determine whether any possible impacts exist. Some religious and/or meditation centers are under existing airspace. Consequently, the elimination of VR-412 and the changes to VR-413 under the Preferred Alternative, which raises the minimum altitude from surface level to 500 feet above ground level and reduces the route width from 12 miles to 6 miles, should be beneficial to such locations.

Response to Comment No. 3

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Crestone Moffat Business Association 1996 Members List March 96

Business Name	Contact Name	Address	Phone			
1) Hecate's Circle	Faye Ferris	P.O. Box 233 / Crestone	256-4483	21) Rainbow Bed & Breakfast	Dennis Neuhaus	P.O. Box 293/ Crestone
2) Harman Design	Rich Harman	General Del. / Crestone	256-4787	Computer Repair and Consultant	Judie Rose	
3) RoadKill Cafe	John Pleasant	P.O. Box 238 / Crestone	256-4599	22) Rendezvous Cottage Inn	Dennis Neuhaus	P.O. Box 293/ Crestone
4) White Eagle Village, Inc. Inn and Conference Center	Melanie Pleasant			Bed & Breakfast	Shana Lax	P.O. Box 297/ Crestone
	Joanne Duncan	White Eagle Village, Road T	256-4865	23) Earl Fedje Insurance	Earl Fedje	P.O. Box 26 / Crestone
	Lance Grolla			24) Angela Manno Art	Angela Manno	P.O. Box 316 / Crestone
	Mikhail McRhodes			25) Osha Meditation Center	Shahid	
	Christine Smith	General Del. / Crestone	256-4567	26)	Joseph Michalak	383 E. Copper Ave / Crestone
5) Southern Colorado Reporting Service	Margot Williams	P.O. Box 274 / Crestone	256-4773	27) Scott Wilfong	Deborah Michalak	
6) Flowers By Margot	Kate Snider	P.O. Box 238 / Crestone	256-4975	Electrical Contractor	Scott Wilfong	P.O. Box 187 / Crestone
7) Snider Enterprises	Frank Snider			28) E.M.L. Valko	Juanita Wilfong	
	Vivian Wiseman	823 Main / Alamosa	256-4121	Accounting/Taxation	Ed Valko	P.O. Box *** / Crestone
8) Century 21 Realty	Sharin Bynum	General Del. / Crestone	256-4444	29) Constructive Choices	Mark Mathiak	P.O. Box *** / Crestone
9) Massage Therapy	Robert Philleo	P.O. Box 10 / Crestone	256-4711	30) Johannine Grove	Cassandra Skouras	
10) Northern Valley Realty	Jilian Klarl	P.O. Box 72 / Crestone	256-4259	of the Machenaim / Crest of the Stone	Simeon Nartoomid	P.O. Box 235 / Crestone
11) Balancing Act Bookkeeping	Judy DeBon	P.O. Box 213/ Crestone	256-4076	31) Crestone Mart	Maia Shamayyim	
12) Naturally Gourmet	Lee Temple, AIA	General Del. / Crestone	256-4917	32) Sacred Earth	Michael Ehardt	P.O. Box *** / Crestone
13) The Sustainable Resource Center	Suzanne McGregor	P.O. Box 88/ Crestone	256-4230	33) Dove Feather	Julie Ehardt	
14) Sri Aurobindo Learning Center	Janet Woodman	P.O. Box 307/Moffat	256-4787	34) Desert Sage Restaurant	Patricia Pieropin	P.O. Box *** / Crestone
15) J. Gaunt Woodman Co.	Lynn Harman	General Del. / Crestone	256-4527	35) Bonnie Compton	Mary Miringoff	303 Pecos Ct. / Crestone
16) Harmonize	Anna Marie Wertz	P.O. Box 342 / Crestone	256-4447	36) Spanish Creek Inn	Ken Kucien	P.O. Box *** / Crestone
17) Mi Amor	Richard Wertz	P.O. Box 209 / Moffat	256-4267	37) Tilopa	Lynda Kucien	
18) Skoglund Excavating	Ken Skoglund	P.O. Box 118 / Crestone	256-4048	38) Elinor Wilson	Bonnie Compton	P.O. Box 95 / Crestone
19) Manitou Foundation	Linda Joseph	P.O. Box 322/ Crestone		Richard Laurie	Prem Goodnight	General Delivery / Crestone
20) Sangre Baca Graphics	Robert Scott			39) Crestone Homes	Tilopa	General Delivery / Crestone
					Elinor Wilson	P.O. Box 165 / Villa Grove
					Richard Laurie	
					Bryan Deming	P.O. Box 280 / Crestone

40) Marinius Carpet Cleaning	Lee Marinius Carmen Hall	General Delivery / Crestone	xxx-xxxx
41) Whitney Strong	Baca Townhouse Assoc.	P O Box 152 / Crestone	256-4442
42) Richard Enzer	The Line of the Spirit	P O Box 161 / Crestone	256-4302
43)	Valley View Hot Springs	Villa Grove	256-4315
44)	Haca Grande POA		256-4147
	Los Cumbres Golf Course		256-4856
	Camper Village		256-4171
	Firehouse (non-emergency)		256-4781
45) Carolyn Akerhurst	Carbon Healing Center	Crestone	256-4547
46) Amy Bigbee	Mountain Maid	P O Box 7 / Saguache	655-2824
	Gourmet Jelley		

Written Comment Form

MAY 14 1996

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: MAGGIE HOUSTON-SMITH

TITLE/ORGANIZATION: _____

ADDRESS: Box 46 CRESTONE, COLO. 81131
(City/State/Zip)

- COMMENTS -

MY MAJOR CONCERN IS THE WILDLIFE. THE ENTIRE AREA IS A FLIGHTWAY FOR MIGRATORY BIRDS. THE SANGRE DE CRISTO MTS IS A WILDLIFE RESERVE ALREADY IMPACTED BY HUMAN ACTIVITIES. MY HUSBAND AND I ARE LIVING A FEW MILES FROM CRESTONE AND BUILDING OUR HOME THERE. WE HAVEN'T OVER THE YEARS, HAD MANY OVERFLIGHTS A FEW HUNDREDS FEET ABOVE OUR HOME, AT THE MOUNTAIN SCHOOL WOLFERS I WAS TEACHING, AT A GATHERING ON A MOUNTAIN SITE IN A BUILDING, DRIVING ON THE HIGHWAYS. HAVING A FIGHTER JET APPEAR A COUPLE OF HUNDREDS ABOVE THE TREES BY OUR HOUSE IN A SPLIT SECOND GAVE ME A STRAIGHT ACTION! TO DUCK! OUR WILDLIFE DIVISION I UNDERSTAND, WAS NEVER INCLUDED IN THE ENVIRONMENTAL IMPACT CONCERNS! CAN THAT BE TRUE? I INTEND TO CONNECT WITH THEM MYSELF AFTER THIS MEETING. THIS IS A MORAL ISSUE. OUR PLANET IS BEING PLUNDERED AT A FURIOUS RATE. NEVER SEEN BEFORE - TOO MANY PEOPLE COUPLED WITH THE MINING OF THE WATER, THE LANDS, THE SEAS - THE SKYS ALREADY GASP FROM POLLUTION BY TOXIC GARBAGE. NOISE GARBAGE IS ALREADY MAKING EVERYONE CRAZY - THE WILDLIFE DIVISION I HEARD TODAY ARE QUOTED AS SAYING THESE FIGHTER OVERFLIGHTS SOUND NOT BE IN THE SILVER PERIOD

Please hand this form to the staff, drop into the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

OVER →

RESPONSES TO COMMENTS

Response to Comment No. 1

Studies conducted on wildlife have shown that numerous wildlife species have the ability to adapt to the presence of man and various man-made sound sources, including jet aircraft noise. While the noise generated from low-altitude military overflights may be initially startling, habituation to jet aircraft noise occurs with most wildlife species. Species-specific responses to low-altitude overflights vary considerably, and responses from individual animals may have the potential to cause injury. However, wildlife populations are usually affected only when a variety of factors work in combination to impact them, including declines or fluctuations in the availability of a food source, habitat destruction or alteration, predation, hunting, trapping, poaching, disease, or inclement weather, rather than noise alone. Normally, it would be unrealistic to predict or attribute any wildlife population declines to a single stressor, such as noise. In addition, no published scientific evidence was identified that indicated harm may occur to wildlife as a result of exposure to the levels of noise generated by military aircraft that would utilize the airspace associated with the Colorado Airspace Initiative.

PLEASE SEND ME THE LIST OF WILDLIFE
RESOURCE PEOPLE THAT YOU USED FOR
YOUR ENVIRONMENTAL IMPACT STUDIES
THEIR ADDRESSES PLEASE AND/OR PHONE
NUMBERS.

T. DANIS

RESPONSES TO COMMENTS

Response to Comment No. 2

Because of the potential for loss of a pilot's life and the high cost of modern military aircraft, avoidance of collisions with birds is extremely important to the ANG. The potential for a bird-aircraft strike would not change significantly under the proposal. Both the Original Proposal Alternative and the Preferred Alternative consist largely of modifications to existing airspace or establishments of new airspace in the vicinity of existing airspace. These actions would, therefore, encompass the same seasonally adjusted bird avoidance procedures associated with the bird migration corridors as are utilized currently with the existing airspace. Due to the fact that only four bird strikes have occurred in existing airspace associated with the Colorado Airspace Initiative in the past five years, the likelihood of future bird-aircraft strikes under any of the alternatives would be expected to be low.

The USAF has established a Bird/Aircraft Strike Hazard (BASH) Team to implement procedures to prevent and reduce the threat of bird/aircraft strikes, and to investigate and track any bird strikes that occur. In addition, each USAF/ANG base or flying unit is required to establish a BASH program to minimize the risk of bird strikes both at the base airfield and in airspace training routes for the unit. The USAF BASH Team assists each base or flying unit by providing Bird Avoidance Model (BAM) graphs. These graphs estimate the relative bird strike risk for flying along a specific low-level route or operations area. The model is developed on the basis of waterfowl and raptor migration and concentration data. The BAM graph depicts the severity of the bird strike hazard at a particular time of day, month, and segment of a low-level route. This information is used by the flying unit to determine the optimum route schedule and avoidance measures to be taken to prevent bird/aircraft strikes. In addition, the unit publishes Notices to Airmen (NOTAM) to alert transient aircrews to specific bird migration hazards, activity periods, and avoidance procedures.

Response to Comment No. 3

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

14 May 1996

Jerry Harris p.1

Re: Ahlquist, Dale--Response to the DEIS of the CAI
ANG Executive Summary of the DEIS for the CAI by the ANG
ANG The DEIS for the CAI

ANG Colorado Air National Guard
DEIS Draft Environmental Impact as required by NEPA
CAI Colorado Airspace Initiative (the project desired by the ANG)
EIS Final Environmental Impact Statement
NEPA National Environmental Protection Act, the law that requires
the DEIS & EIS process

How to obtain or get information about these documents, write:

Dale Ahlquist	Custer Co. Action Assn.
National Airspace Coalition	POB 552
POB 394	Westcliffe, CO 81252
Chanhassen, MN 55317	(719)783-2061
(612)949-3301	Bob Senderhauf

Statement: I am Dr. Larry Harris, Environmental Geologist. I am a graduate of the University of Colorado in Boulder (BA, 1967) and the Johns Hopkins University in Baltimore, MD (Ph.D, 1972). I have lived in La Veta for over 16 years. I chose to live here because there is a special quality of life resulting from our exceptional natural environment.

If the ANG has its way, the quality of life in this region as well as the financial investment that we've all made here will be seriously affected. For example, here is how the CAI will affect the La Veta area.

The Guard states in their DEIS (ANG Summary p.15 Table S-2) that there will be at least 1100 flights per year in the La Veta Area. This means there will be a minimum average of two hours of flights per day at a sound level of 100 dB or more (pain threshold--130 dB) and that is if the planes are flying at an altitude of 2000 feet. In reality, these flights will be much lower in elevation, sometimes as low as 300 feet where the noise heard will be even louder (Ahlquist p.4)

Can you imagine 4 hours of flights per day at 100 dB or more where you live? That's what is stated in the Mandatory Criteria of the USAF Airspace Master Plan (see p. 7, ANG Executive Summary)

There are going to be even more flights for us than I've already indicated, because 5 MTR's converge in the La Veta MOA. These extended periods of flights at high noise levels will be detrimental to the psychological and physical environments of both people and animals, will depreciate the value of our land, will adversely affect tourism and ranching, two of the most important resources in our region. Also affected will be the \$2 billion economy that the native wildlife provides in our National Forest and in our Wilderness Areas. (This is comparable to the income generated by the State's Skiing Industry. It doesn't make sense to fly jets in areas that would affect the skiing industry, similarly, it makes no sense to fly them where it will affect the economy derived from the State's indigenous wildlife.

The process that has brought us all together here is required by NEPA, the National Environmental Protection Act, a law that requires that the public be properly and legally informed about a project such as the CAI, that we will have access to the documents and sufficient time to respond to the DEIS. In addition, all comments and concerns generated by the public must be published, considered, and addressed by the ANG. The ANG and the company that it has hired has failed

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

to Comply with the Law. If the NEPA procedure is flawed as this one clearly is, the process will be legally challenged and the EIS process must be started all over again.

For example, although I requested the DEIS in writing on two separate occasions, I did not receive the document until May 10 '96, four days ago! That is not sufficient time to review and respond to the 600 page DEIS, and I have spoken with others who have not received or received late their copies of the DEIS either. (If this happened to you, put it in your statement and let your local Coalition know). This is just the "tip of the iceberg". In reviewing the summaries of the DEIS (one by Ahlquist of the Coalition, the other by the ANG), it is clear that the Public's Concerns & Objections, including my own, have been virtually totally dismissed by the Guard without the proper consideration, as required by the NEPA. The GUARD IS IN VIOLATION OF THE NEPA PROCESS. Here are some more examples. Page #'s from Ahlquist.

1. The ANG has callously dismissed objections raised by numerous residents who testified during the scoping process and who also submitted written testimony. I properly requested the Guard to respond to the effect of fuel losses and other toxic wastes from planes, as well as the effects of crashes on groundwater quality. No response is given. (p.12)
2. Section 4.5 DEIS--After a cursory list of factors supposedly considered, each airspace component is listed by a paragraph along with the phrase "potential impacts would be negligible". No specific reasons are given that would validate a conclusion. This is typical of the entire DEIS! Conclusions are repeated in nearly all places where supporting data should be. When data is given it routinely outdated, incomplete, and improperly applied. The data does not justify the conclusions of the ANG. In this fashion, the Guard has concluded that there is no significant impact to our environment regarding aircraft noise, and negligible impact to cultural, socioeconomic, visual and aesthetic resources. (p.13)
3. Sleep Interference (G 12). The Guard's Conclusion on sleep (p.18) interference is based on a Day-Night noise average. Specific noise events cause sleep arousal, not an increase in the average noise level.
4. The Guard dismisses the impact of crashes in the Regions affected by the CAI and places the burden on local services (p.20). They have "generously" offered to instruct local officials as to what-to-do, upon request. Case in point: the Wisconsin Crash in the summer of '95, the site still had not been cleaned up after several months (Source: WI Dept. of Natural Resources). (p.20)
5. The Guard says there will be no significant impact of crashes, even though the Guard acknowledges the migratory patterns of geese and ducks in the MOA's. Two recent crashes in Alaska and Tennessee involved a collision with geese and a hot-dog pilot. Accidents are inevitable, and it should be noted that crashes start fires. (p.20)
6. Low altitude flights can start fires with just a spark. Low-flying jets started at least 3 fires in 1993 & '94 in the Buenos Aires National Wildlife Refuge in New Mexico. Based on a survey of Refuge Managers, military overflights are the number one threat to animals in wildlife refuges. (p.20)
7. Although considerable evidence has been submitted that demonstrates the affect of overflights on domestic animals (i.e. horses, goats, cattle), the Guard states "no significant impact" (p.23). Riders are bucked off horses, a horse kicked itself to death. When U.S. troops were deployed in Bosnia and within 48 hours from the time that US C-130's began transports, milk production dropped about 20% in the state-owned

1 continued

Jerry Mann p.3

dairy located one mile from the Tuzla Airport. In Wisconsin, C-130's panicked goats and cattle, causing them to overrun fences, killing some, injuring others, and causing miscarriages. The ANG routinely pays damages to farmers whose animals are injured, killed, or experience miscarriages resulting from overflights. No significant impact? Hardly!
FARMERS BEWARE!

8. Socioeconomic Resources. Once again the Guard states that there is negligible impact, even though two papers were properly submitted to the ANG as evidence, one by Eric Nickell, another by Prof. Wm. Weida of Colorado College. Both identify a serious detrimental economic impact to the affected Regions. Noise has been shown to decrease property value by 1% per decibel increase. Increase noise levels by 30 dB's and the property value will drop by 30% (note that dB increases are often much greater than 30 dB) (Source: FAA, 1985 Aviation Noise Effects)(p.28)

9. In contrast to the insensitivity of the ANG with regards to Socio-Economic Resources in this region, is the Navy's EIS in Nevada, which presents clear, concise findings that support a Preferred Alternative that would greatly restrict the Navy's low-altitude training over public lands. (p.30). I quote from their EIS:

"Residents of the area prefer small towns or isolated ranches and homes rather than metropolitan areas. Amenities they find beneficial include the natural quiet of rural areas, lack of human intrusion and free access to remote public lands. Recreational pursuits are usually centered on outdoor activities including camping, hiking, fishing, off-road vehicle travel, hunting and hiking....Military combat training overflights are currently an intrusion on the back-country, communities, homes and ranches. These overflights disturb the peace and quiet of the area that are so important to its residents and visitors." Source: Central Nevada Communication Sites Proposed Plan Amendment and Env. Assessment, March 1996 p.14)

The ANG would do a lot better to follow their lead.

10. Preferred Alternatives. Not enough consideration was given other alternatives, even though other less-populated regions were rejected. Note that Airburst and La Veta MOA's were kept even though they failed to meet the minimum size requirements to satisfy their own criteria in the USAF Airspace Master Plan (p.3 ANG Summary). The Use of Simulators saves money, and eliminates flights that would affect our Areas. Why not consider Pinon Canyon, which is already owned mostly by the Army. It doesn't have the extensive economic resources such as tourism and wilderness recreation that is found in the La Veta and Airburst MOA's. It is a better alternative for a new range area and would eliminate impacts from the La Veta and Airburst MOA's.

11. Then there is the matter that the ANG will allow out-of-state and even foreign flights over our regions--one-third of all flights will be in this category.

What can you do about this? Write your concerns to the ANG. They can be presented at this meeting (Alamosa--May 14) or they can be mailed directly to the ANG to the addresses provided on page 4 of this document. Also send your statement to the other individuals whose addresses are given in this document.

SUMMARY: The land Regions affected by the flight plans of the CAI remain among the last pristine rural areas in the U.S. ANY FLIGHTS OVER THESE AREAS WILL BE DETRIMENTAL TO THE WELL-BEING OF PEOPLE, ANIMALS, AND THEIR BUSINESSES. We need laws that govern military flights over Wilderness and Civilian Areas that protect the rights of animals and citizens. Sincerely, Dr. Lawrence F. Harris, Geologist *Jerry Mann*

POB 142 La Veta, CO 81055

Jerry Mann
p 4

LET YOUR ELECTED OFFICIALS KNOW HOW YOU FEEL.
LETTERS ARE THE MOST EFFECTIVE WAY WE HAVE TO
VOICE OUR OPINIONS.

Msgr. Katherine Jones
Environmental Support
ANGRC-CEVS
3500 Feicht Ave., Mail Stop 18
Andrews Air Force Base, MD 20331-5157

Gov. Roy Romer
6136 State Capitol Building
Denver CO 80203
(303) 866-2471
Citizens' Advocate Office
1-800-332-1716

U.S. Senator Hank Brown
717 Hart Senate Office Building
Washington D.C. 20510
(202)224-5941/(719)545-9751(Pueblo)

U.S. Senator Ben Nighthorse Campbell
380 Russell Office Building
Washington D.C. 20510
(202)224-5852/(719)542-6987(Pueblo)

U.S. Representative Scott McInnis 512 Cannon
House Office Building Washington D.C. 20515
(202)225-4761/(719)543-8200(Pueblo)

U.S. Representative Joel Hefley
Rayburn House Office Building
Washington D.C. 20515
(202)225-4422
(719)520-0055(Colorado Springs)

State Representative Louis Entz
1016 N. Eleven Mile Lane
Hooper CO 81136

State Senator Gigi Dennis
247 E. Idaho Springs Dr.
Pueblo West, CO 81007
(719) 547-9330

U.S. Representative Pat Schroeder
2208 Rayburn Office Building
Washington, D.C. 20515
(202)225-4411/(303)866-1230

FAA- Paul Gullant ATM-420
800 Independence Ave.
Washington D.C. 20591
(202)267-9361

State Representative Robert Pastore
536 Swede Lane
Monte Vista CO 81144

Bruce Babbitt
Secretary of the Interior
1800 C Street N.W.
Washington D.C. 20240

Michael C. Washelesky
Acting Chief Environmental Bureau-
NGBRC/DE
Andrews Air Force Base, MD 20601
(301)981-8160

Brigadier General Mason Whitney
Commander, 140th Fighter Wing
Colorado Air National Guard
Buckley ANG Base, Stop 37
Aurora CO 80011-9599
(303) 340-9555

Congressman David Skaggs
1124 Longworth Bldg.
Washington D.C. 20515-0602
(202)225-2161

Congressman Wayne Allard
422 Cannon Bldg.
Washington D.C. 205015

President Bill Clinton
Vice President Al Gore
The White House
1600 Pennsylvania Ave.
Washington D.C. 20500
(202)456-1111

Congressman Dan Schaefer
2448 Rayburn Bldg.
Washington D.C. 20515-0606
(202)225-7882

**WRITTEN COMMENTS FROM MEETING AT
CANON CITY, COLORADO, MAY 15, 1996**

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 15 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: DONNA MURPHY
TITLE/ORGANIZATION: FREMONT COUNTY COMMISSIONER
ADDRESS: 615 Macov, Canon City, Co 81212
(City/State/Zip)

-- COMMENTS --

I hope that ~~the~~ comment was made
by myself, will not negatively impact any
relations between the Air National Guard
and Fremont County.

I am grateful for the DEIS
process and hope that the NEPA
is not done away with by Congress.

Please hand this form to the staff, drop into
the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 15 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Lynn Prebble
TITLE/ORGANIZATION: Private Citizen
ADDRESS: 401 Barrett Canyon City, Colorado 81212
(Street) (City/State/Zip)

- COMMENTS -

I've enjoyed living in Colorado for the open space and wilderness areas and a way of life which enhances our environment - not destroying it. I have introduced my children, now age 17, 17 and 11 years old to the wonders of the wilderness by back-country travel. In the years I have biked in the back country, the man disturbances have been noise related - by aircraft. I hope to eventually introduce my grandchildren to a natural environment without man-made buildings and without man-made noise - especially loud aircraft noise.

30

RESPONSES TO COMMENTS

Response to Comment No. 1

The ANG adheres to its "Policy on Air National Guard Overflights of Designated Wilderness and Wild and Scenic Rivers," as presented in Appendix L. This policy is intended to protect specifically identified areas, such as the Sangre de Cristo and Greenhorn Mountain Wilderness Areas, by limiting training operations to no lower than 2,000 feet above ground level whenever possible unless safety of the flight or operational parameters (e.g., weather conditions) may be compromised.

Please hand this form to the staff, drop into the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

Written Comment Form

MAY 15 1996

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: WELDON CLARK

TITLE/ORGANIZATION: _____

ADDRESS: 15406 CTY RD 143 CANON CITY, COLO. 81212
(Street) (City/State/Zip)

- COMMENTS -

THERE ARE CLEARLY SOME DISCREPANCIES BETWEEN THE
STUDY AND WHAT SEEMS TO BE FACT. THIS LEADS ME TO
BELIEVE THAT I AM BEING MISLED. WHY? IS IT
ANOTHER CASE OF AN ATTEMPTED DUPE ON THE PART
OF GOVERNMENT. I RESIST THE SPENDING OF MY TAX
DOLLARS FOR SUCH MARKETING EFFORTS. I DO NOT
SUPPORT THE INITIATIVE. THE MILITARY IS ON THE
DECLINE. I FEEL SO STRONGLY ABOUT THIS THAT I
INTEND TO POLL EVERY LOCH ~~AND~~ STATE AND
FEDERAL ELECTED OFFICIAL TO DETERMINE THEIR
STAND ON THIS. I WILL VOTE AGAINST ANY ONE WHO
SUPPORTS THIS ISSUE. STOP THE HYPER, STOP SPENDING
MY TAX MONEY FOOLISHLY.

Please hand this form to the staff, drop into
the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 15 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Gloria Stultz

TITLE/ORGANIZATION:

ADDRESS: 8434 OAK CREEK GRADE RD. CANON CITY CO.
(City/State/Zip) 81212

- COMMENTS -

I feel sold to. After your video I
wanted to know where to sign to buy.
I am in sales so I know the pitch.
What is not honest about what you are doing?
You tell citizens what they want to hear and
soften the news so that we feel you are sincerely
concerned about the people in your state.
The invitation for input can be a pacification
of the public. If the decision has been made
or not all of the information is revealed then
why or what benefit is this hearing? If not to
satisfy the public.

Please hand this form to the staff, drop into
the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2

The ANG cares about the people that live near their training areas and how they feel about the activity associated with training. The NEPA process is providing the ANG with an opportunity to hear exactly what the public feels about its proposal before any decisions are made. Every scoping comment and every comment on the Draft EIS sent to the ANG has been read and incorporated into the administrative record for the proposal. Public comments have provided a better picture of what subjects the public wanted addressed in the document and have enabled the ANG to improve the EIS by adding or expanding to discussions in the Final EIS. Examples of added or expanded discussions include human health effects, natural quiet, environmental justice, amongst others.

May 15, 1996

Program Manager, CAJ EIS
ANGRC/CEVP
3500 Fetcher Avenue
Andrews AFB, MD 20762-5157

RE: Colorado Airspace Initiative - Draft Environmental Impact Statement

To whom it may concern:

I am writing to respond to the Draft Environmental Impact Statement on the Colorado Airspace Initiative. In reviewing this size intimidating document, I was saddened by the fact that my tax dollars were used to prepare this document. I had hoped for a DEIS that included answers to questions which were raised during the scoping meeting process. (I was under the impression that that was the purpose of the scoping meeting process).

Some of the items in the DEIS which I would like to comment on are:

- Why were only F-16's (the quietest) used to calculate the DNL sound levels?
What about the other aircraft which will use the airspace?
- Why doesn't the DEIS address the cumulative impact of multiple passes of a single sortie or the cumulative impact of other aircraft, such as C-130's, that frequently use the MOA?
- How can you justify the use of the Day-Night Averaging for the noise analysis?
You can not average noise over a 24 hour period and expect the sudden onset of a jet flying over at 110 decibels to go unnoticed. Also, the cut off point used in the DEIS is 65 decibels. According to the Federal Interagency Committee for Noise (FICON), 65 decibels is annoying for communities next to commercial airports. Our valley is incredibly quiet. If 65 decibels is annoying for someone living next to a commercial airport, don't you think a different level should be used for an area that is rural and incredibly quiet?
- Do you think it is appropriate to use the Schultz Noise Study which was based on urban street noise rather than on rural aircraft noise?
- Why was the Cheyenne Wells area used for the noise study? Wouldn't it be more appropriate to use a mountainous terrain where echo effects could be measured rather than the flat land area chosen?
- Do you feel it is appropriate that all the economic benefit of this Airspace Initiative is going to the Denver area while all the economic detrimental effects will be to the poorer, rural areas such as Custer County?
- According to a recent CNN news cast, a German Air Force Squadron will be based in New Mexico since Germany no longer allows the noise of low level flights. If this German Squadron is to use this airspace as an "invitee", why

RESPONSES TO COMMENTS

Response to Comment No. 1

Noise levels were modeled based on actual aircraft projected to use the airspace.

Response to Comment No. 2

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

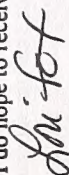
Although Ldn is called an "average," it represents the total sound occurring within a 24-hour period, and is often described as a "cumulative" measure of impact. It has been shown to properly account for individual loud events of the type that may occur with military aircraft operations. However, while Ldn measures the total effect of all events, it does not describe the sound level for individual events. Whereas the Draft EIS presented some descriptions of individual aircraft noise events, the Final EIS has been modified and now presents additional discussions of individual aircraft noise events and maximum sound levels that are useful to evaluate potential impacts.

Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Airspace Initiative.

should U.S. citizens have to listen to noise from German aircraft that Germany does not allow?

One other statement I would like to make is that it is obvious to me that the number of overflights during the past couple of years have been significantly reduced from numbers I had experienced in previous years dating back to 1984. Did the Air National Guard choose not to continue to fly at those earlier numbers in order to confuse the public and make them feel that the aircraft numbers were acceptable and that the overflight numbers we have seen in the past few years are the numbers we would continue to see? I certainly hope your baseline numbers used in the DEIS were based on the activity we have seen during the past couple of years. Is that the case?

I do hope to receive a written response to the questions posed in this letter. Thank you.


Lori Fox
Box 3
Westcliffe, CO 81252

RESPONSES TO COMMENTS

Response to Comment No. 3

The approach used in the EIS has been modified. The Federal Interagency Committee on Noise (FICON), representing a variety of Federal agencies with a mix of concerns associated with aircraft noise, reviewed aircraft noise analyses issues in 1992. This committee's report (FICON 1992) continued an approach to evaluating relative impacts associated with aircraft noise that has been recognized by noise analysis experts as the most widely endorsed and comprehensive approach to aircraft noise analysis available. This approach to noise analysis was incorporated into the analyses associated with the Draft EIS. In general, Federal land use compatibility criteria are derivatives of guidelines first devised for land near airports. All land use compatibility is based on the use of Day-Night Average Sound Level (abbreviated as DNL or Ldn) as the descriptor representing community noise environments. The criteria treat areas below DNL 65 dB as compatible for all uses, including residential, and they treat DNL 65 dB as a threshold for significant exposure. There is no generally accepted method for treating rural areas differently for these purposes.

However, many EIS reviewers, including some members of the Federal regulatory community, felt the application of the FICON standards, and the 65 dB threshold, to a rural setting was inappropriate for such areas with more quiet ambient noise conditions. Consequently, the use of the 65 dB threshold as the sole means to assess relative impacts or the acceptability of noise levels associated with aircraft operations addressed in the EIS has been modified and the analysis now includes additional information to evaluate potential impacts.

Response to Comment No. 4

The Schultz curve has been updated and validated several times since its original publication. It is applicable to a wide range of areas.

Response to Comment No. 5

The Cheyenne Wells area and monitoring sites were chosen in a coordinated effort with local citizen groups. Flat areas were selected so that sound coming from all directions would be measured.

RESPONSES TO COMMENTS

Response to Comment No. 6

The operation of the 140 WG out of Buckley Air National Guard Base in Aurora has an obvious economic impact for the immediate surrounding communities. In 1994, the payroll for the Colorado Air National Guard personnel stationed at Buckley exceeded \$34 million and local expenditures, primarily contracting and purchasing, were almost \$22 million. The State of Colorado collects property taxes from the men and women who work at Buckley and live in the community, and collects sales tax dollars from all purchases made within the State by ANG members. These revenue sources are a part of the general funds for the State which are distributed on a yearly basis by the General Assembly to every county in the State.

Response to Comment No. 7

German Air Force (GAF) aircraft are not part of the Colorado Airspace Initiative (CAI) proposal. All potential users of CAI proposed training airspace are included in Section 2, Section 4, Appendix E, or Appendix N of the Draft EIS. Any future use of CAI airspace by GAF aircraft would require appropriate environmental documentation.

Response to Comment No. 8

The frequency of training flights that have been observed by the public represent normal operations needed to fulfill USAF training requirements.

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**WRITTEN COMMENTS FROM MEETING AT
WESTCLIFFE, COLORADO, MAY 16, 1996**

**ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE**

MAY 16 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

TITLE/ORGANIZATION:

(Street)

(City/State/Zip)

- COMMENTS -

Our constitution states that our government is of the people by the people & for the people. Simplified words have and have constantly at our very door. They cannot get any clearer stated. They have no other military strength. We are a party - not a party led by the Congress - I have what I have.

Please hand this form to the staff, drop into the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fethet Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

Jimmie D Porter, Jr
31 Verdosa Drive
Pueblo, CO 81005
719-561-4116

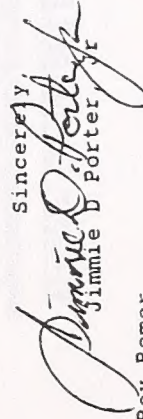
May 16, 1996

Program Manager, CAIEIS
ANGRC/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

Dear Manager,

44 I am a property owner in Custer County, Colorado. I am writing in support of MOA and MTR military activities in Colorado. I feel that the military needs space to train in, so that they can be ready for active duty. The air space required is vast and see no harm is this type of training.

I have reviewed the letter written by the Custer County Action Association. The CCAA only offers non supported believes of what could happen in Custer County. The CCAA alleges that 17,000 overflights will make Custer County like living next to an international airport. See attached FAA AIR TRAFFIC reports on the number of flights for Pueblo, Colorado Springs and Denver 1995. You will please note that the 1995 operations for Pueblo was 76,542, Colorado Springs 214,036 and Denver 584,798. I do not see how 17,000 overflights in such a vast area could turn Custer County into an international airport. As for alleged damage to the environment, wildlife and the economy are not backed up with any facts, just "chicken little" hype of disinformation.

Sincerely,

Jimmie D Porter, Jr.

cc: Governor Roy Romer
Senator Hank Brown
Senator Ben Nighthorse Campbell
Congressman Scott McInnis
Custer County Action Association

45

PAGE 003

DEN 14708
SEC 15

DENVER, CO

AIRCRAFT OPERATIONS

ACTIVITY PERIOD	PRIMARY INSTRUMENT OPERATIONS				TOTAL
	AIR CARRIER	AIR TAXI	CIVIL	MIL	
OCTOBER	25725	8634	2227	61	37647
NOVEMBER	24550	9239	1785	89	35794
DECEMBER	27115	10024	2053	67	39279
QUARTER TOTALS	77410	28907	6075	160	112552
JANUARY	27574	12827	2782	115	43478
FEBRUARY	24275	10910	2592	89	37876
MARCH	25552	15481	1428	136	43197
QUARTER TOTALS	77402	39218	7182	350	125152
APRIL	23190	13328	1610	91	38219
MAY	21037	12074	1802	74	35087
JUNE	25927	10685	2436	133	40181
QUARTER TOTALS	70154	36087	5848	200	111489
JULY	27454	10723	2488	85	40750
AUGUST	27138	10575	2730	88	40531
SEPTEMBER	24828	9161	2170	55	36214
QUARTER TOTALS	79420	30459	7388	208	117475
GRAND TOTAL	311509	124149	26580	1046	472384
ACT TOTAL	311509	124149	26580	1046	472384
ACT TOTAL	311509	124149	26580	1046	472384

OPERATIONS TO LINE 1 6/12/91.

SECONDARY AIRPORT INSTRUMENT OPERATIONS				
AIR CARRIER	AIR TAXI	CIVIL	MIL	TOTAL
19	742	3798	899	7139
1	802	5210	175	6787
8	783	5317	598	6798
28	2227	16405	1482	20114
1	817	4461	766	5944
8	638	4464	578	5680
16	1021	8179	608	9808
23	2276	15104	1852	19232
6	910	5632	670	7112
13	994	6748	632	8374
15	854	6226	711	7791
38	2758	18614	2210	23582
12	731	8154	616	9501
9	891	6728	855	8474
9	660	6397	618	7675
30	2287	19279	2169	23735

OVER FLIGHT INSTRUMENT OPERATIONS					TOTAL
AIR CARRIER	AIR TAXI	CIVIL	MIL	OVER TOTAL	
23	126	2050	123	2300	4755
7	175	1357	113	1645	4144
19	172	1539	99	1810	4784
69	481	4146	365	5092	12913
2	187	1767	124	2078	5023
7	87	2017	111	2215	4576
24	66	1102	126	1294	5248
33	240	4186	371	5597	14817
19	27	911	95	1033	4750
13	46	1061	114	1221	4836
16	128	2008	188	2324	5017
47	191	2081	195	4067	14723
18	176	2530	160	2866	5140
21	166	2608	192	2966	5216
7	102	1927	137	2166	4819
141854	394	7095	489	8024	149875

117 3641 61602 8219 87286 141800 1204 20908 1620 165634 584798

MAY 15 '96 12:54 FROM ANM-510

PAGE 004

DEN 14708
SEC 15

DENVER, COLORADO

RADAR APPROACH CONTROL TOWERS

AIRCRAFT OPERATIONS

ACTIVITY PERIOD	PRIMARY INSTRUMENT OPERATIONS				TOTAL
	AIR CARRIER	AIR TAXI	CIVIL	MIL	
OCTOBER	25727	8644	2241	61	37673
NOVEMBER	24561	9350	1853	81	35845
DECEMBER	27116	10050	2183	70	39419
QUARTER TOTALS	77404	28054	6317	212	112007
JANUARY	27600	12843	2887	134	43564
FEBRUARY	24293	10953	2780	191	38317
MARCH	25611	15447	1945	142	43155
QUARTER TOTALS	77504	39243	7612	367	125126
APRIL	24063	13348	1719	83	39213
MAY	23065	12107	1990	75	37247
JUNE	25968	10729	2554	135	40386
QUARTER TOTALS	73096	36184	6271	203	115754
JULY	27455	10748	2775	87	41065
AUGUST	27375	10617	2842	82	40916
SEPTEMBER	24983	9180	2242	55	36460
QUARTER TOTALS	80013	30545	7859	224	118641
GRAND TOTAL	312154	124528	28129	1123	475934
ACT TOTAL	312154	124528	28129	1123	475934
ACT TOTAL	312154	124528	28129	1123	475934

LOCAL OPERATIONS			TOTAL
CIVIL	MIL	LOCAL	
0	0	0	27743
0	0	0	35835
5	0	6	39419
5	0	5	112052
1	0	1	42671
19	0	19	38250
8	0	8	43153
28	0	28	121340
12	0	12	39235
16	0	16	40261
4	0	4	49388
22	0	22	111884
26	0	26	41311
0	0	0	40958
2	0	2	36462
28	0	28	118708
93	0	93	476025

INSTRUMENT OPERATIONS					OVER FLIGHT OPERATIONS		
AC	AT	CA	MI	TOTAL	OVER FLIGHT TOTAL	OVER FLIGHT TOTAL	TOTAL OPERATIONS
25727	8644	2241	61	37673	1104	38857	38857
24561	9350	1853	81	35845	785	36630	36630
27116	10050	2183	70	39419	987	40406	40406
77404	28054	6317	212	112007	0	2877	115884
27600	12843	2887	134	43564	1078	43748	43748
24293	10953	2780	191	38317	1165	39482	39482
25611	15447	1945	142	43155	802	44047	44047
77613	39243	7612	364	125126	0	2845	127971
24063	13348	1719	83	39223	770	39993	39993
23065	12107	1990	75	37247	1450	41695	41695
25968	10729	2554	135	40381	0	1864	42245
73094	36184	6271	200	115754	0	3844	123598
27455	10748	2775	87	41265	1319	42584	42584
27375	10617	2842	82	40958	0	1670	42628
24983	9180	2242	55	36460	1179	37639	37639
80013	30545	7859	224	118641	0	4190	122831
312154	124528	28129	1123	475934	0	13804	489738
GRAND TOTAL					GRAND TOTAL		
					489738		

MAY 15 '96 12:54 FROM ANM-510

DATE	TIME	CHANDLER AIRPORT, CO				REPORT	APPROACH CONTROL			LOCALITY		
AIRCRAFT OPERATIONS							LOCAL OPERATIONS			TOTAL		
PRIMARY OPERATIONS							LOCAL OPERATIONS			TOTAL		
ACTIVITY	ARR	DEP	CIVIL	MIL	TOTAL		CIVIL	MIL	TOTAL	AIRCRAFT	ARR	DEP
PERIOD	CARRIER	TYPE			PERIOD				LOCAL	OPERATIONS		
OCTOBER	4805	889	8006	1689	11589		8122	1715	9837	21426		
NOVEMBER	4048	967	3801	1315	10132		5293	913	6306	16438		
DECEMBER	4168	742	3476	1208	9694		4897	918	5713	15607		
QUARTER												
TOTALS	12922	2598	12283	4212	31415		18412	3444	21856	52771		
JANUARY	1772	627	4081	1434	7834		7108	1877	8783	16417		
FEBRUARY	1838	652	3508	1148	8944		6884	1817	8501	15445		
MARCH	1753	742	3502	1385	7463		5536	1509	7145	14807		
QUARTER												
TOTALS	5163	2021	11100	3947	22240		18826	4803	21629	46669		
APRIL	1764	782	3507	1323	7370		5272	1553	6825	14204		
MAY	2743	806	3898	1454	8899		6756	1837	7793	16392		
JUNE	3115	855	5211	1723	10914		7772	1905	9677	20591		
QUARTER												
TOTALS	7622	2441	12816	4510	27189		11800	4495	24295	51484		
JULY	3369	876	5463	1858	11576		8030	1468	9498	21072		
AUGUST	3761	1069	5258	1822	11910		8710	1494	10204	22114		
SEPTEMBER	3532	840	4400	1511	10423		7353	1463	8805	19228		
QUARTER												
TOTALS	10762	2785	15129	5201	33907		24093	4412	28505	62412		
CUM TOTAL							CUM TOTAL			CUM TOTAL		
ACT TOTAL	35899	8945	54137	17870	114751		82133	17154	99285	214036		
ACT												
TOTALS	214036											

INTERIM				OPERATIONS			
AC	AT	GA	XI	PERMIT	SECURITY	OVER	TOTAL
				AIRPORT	AIRPORT	FLIGHTS	DISTR
				TOTAL	TOTAL	TOTAL	
4005	889	5008	1689	11589	5764	1467	18797
4048	967	3801	1315	10132	3199	1084	14415
4168	742	3476	1208	9694	2055	1254	16003
12922	2598	12283	4212	31415	11015	3783	46215
1772	627	4081	1434	7834	3021	1403	12258
1838	652	3508	1148	8944	2534	1491	10939
1753	742	3502	1385	7463	2514	1410	11385
5163	2021	11100	3947	22240	9069	4304	34513
1764	782	3507	1323	7370	2838	1129	11139
2743	806	3898	1454	8899	2718	1392	13007
3115	855	5211	1723	10914	5515	1881	18130
7622	2441	12816	4510	27189	10679	4202	42270
3369	876	5463	1858	11576	5119	1548	18232
3761	1069	5258	1822	11910	5289	1820	18019
3532	840	4400	1511	10423	4625	1676	16722
10762	2785	15129	5201	33907	15024	4842	52773
35899	8945	54137	17870	114751	44987	17333	176871
ACT							
TOTALS	176871						

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Gretchen Sporkeder Orm
TITLE/ORGANIZATION: Publisher / Direct: Rocky Mountain, Publishers magazine
ADDRESS: 625 Kansas Avenue, Warburg Co 81089
(City/State/Zip)

COMMENTS -

My husband and business partner will address the adverse economic impact of the LaBeta MRA. Our business is a service oriented business. As I am confining my comments to those addressing impacts upon my immediate and extended family members in the LaBeta MRA section of northwestern Humboldt County.

1. A gentleman from south eastern Colorado claimed to speak for us residents of the LaBeta MRA. He said we would cooperate and that he had my phone #s and had contacted us. He begged to differ - he did not speak for us and had not contacted us or he would surely realize we are not at all in favor of this DEIS.

2. To illustrate: my 74 year old father lived directly beneath the house of the man who said we were near the proposed point of where many ATCs camped and began their entry into the LaBeta MRA. He has some heart problems and a retired after a lifetime of hard work. Don't you agree he deserves some peace and quiet in his golden years?

3. My 40 year old brother and his new bride - who moved here directly from Germany because of our rural agricultural and undeveloped lifestyle. Give me the family and wife and cattle ranch - which have been in our family for 5 generations again right there near point 5 in the LaBeta MRA. I am a native Oregonian. The likelihood is intimately tied to the economic well being of cash crops from all over the farmland and

4. The risk posed by low level flights upon cattle operations are obviously well documented - yet the National Guard claims there will be no significant economic impact upon us? Define significant, please.

Please hand this form to the staff, drop into the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fletcher Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

Response to Comment No. 3

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 4

Significant impacts are based on the degree of the change in baseline conditions resulting from proposed actions. In general, because overall military flying hours would be reduced and military aircraft overflights have occurred in the area for approximately 25 years, no significant adverse change to baseline conditions would be expected.

My sister-in-law, Alice also has grave economic concerns. She specializes in buying, gentling, retraining and then breeding or selling horses which are skittish/wimpy when often physically abused. These horses are so jumpy when she gets them initially, they can hardly be loaded, get alone touched or ridden. She requires complete peace and quiet to regain these animals' trust, to turn them back into reliable, gentle couchorses, equitation trained jumpers, and/or all around saddle horses. Can you imagine what effect sudden loud overflights would have upon her livelihood and safety?

④ Finally, my own immediate family's concerns. My husband and I plan to build our home and run our business due west of my father's house, again near that Joint G. We have a three year old daughter and another child on the way. If I had wanted to raise my family in a bad, chaotic place, one that poses significant health risks to me and mine, I would have stayed in Boston instead of returning back here 7 years ago.

Finally, I am not convinced that the ANG is listening to individual voices. To that end, my husband and I have written about the negative impact of the La Veta MORA in our region, in our magazine: Spirit: Rocky Mountain Sentinel. We begin distribution and sale of 10's of thousands of copies tomorrow. Perhaps this will help our voices be heard.

RESPONSES TO COMMENTS

Response to Comment No. 5

It is possible that aircraft noise could startle domestic animals in close association with humans (e.g., penned animals) and cause injury to humans or the animals. However, animals have been shown through numerous studies to adapt and habituate to various sound sources, including jet aircraft noise. Because the CAI airspaces involved where humans and domestic animals are in close association are also mostly existing airspace that have been utilized for over 25 years, this adaptation and habituation to jet aircraft noise has likely already occurred.

Response to Comment No. 6

An additional discussion of human health effects has been added to Volume I of the EIS and can be found in new Subsection 4.13. This new subsection provides more information than previously given in the Draft EIS in Appendix G of Volume II.

Response to Comment No. 7

The ANG cares about the people that live near their training areas and how they feel about the activity associated with training. The NEPA process is providing the ANG with an opportunity to hear exactly what the public feels about its proposal before any decisions are made. Every scoping comment and every comment on the Draft EIS sent to the ANG has been read and incorporated into the administrative record for the proposal. Public comments have provided a better picture of what subjects the public wanted addressed in the document and have enabled the ANG to improve the EIS by adding or expanding to discussions in the Final EIS. Examples of added or expanded discussions include human health effects, natural quiet, environmental justice, amongst others.

Response to Comment No. 8

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Peter A. Jeronik
TITLE/ORGANIZATION: Taxpayer + Citizen
ADDRESS: Lot 6 Rt 350 Puma Canyon Wardell Co. 81252
(City/State/Zip)

- COMMENTS -

Having Review your eis booklet I'm unimpressed with the data collected + summary of affects on life in Custer County. Your Research is obviously flawed it you think your multiple flights both day + night wouldn't be a problem to the residents in any way, wake up + get a chue. If you think property values won't be affected you're misinformed on stupid. Property values will sink to unmeasurable levels + it this wasn't true try doing this to Vail, Aspen or any other mountain town. We don't want you here, never have, never will. Take the hint. What does it take for you bazoos to see that your not wanted here. It's not a matter of Petitioning, its economic survival. Will you reimburse us for lost property values? employment? It will come you on the floor # of flights in the recent months + most of the pilots have been observing the guidelines, but this hasn't always been this way. In summing up, you haven't shown an ability to control your people, you've either lied or misinterpreted your facts + studies. You will learn our way of life + we won't tolerate your Bullshit. go Away.. Fuck off.

Please hand this form to the staff, drop into the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2

In order to address concerns regarding possible devaluation of real estate, the EIS evaluated historical data for property values. This analysis compares counties within the study area for the CAI, including those areas with currently utilized military airspace, to counties outside the study area. The results indicate that all counties experienced increases in property values. Further, in terms of median property values, counties within the study area for the CAI increased 99.71 percent compared to counties outside the study area, which increased 57.74 percent. Whereas a report published by the Federal Aviation Administration concludes "that noise has been shown to decrease the value of property by only a small amount--approximately 1 percent decrease per decibel (DNL)," this analysis applies to airport/airfield environments and not land areas underlying military training airspace. Therefore, although it is not possible to absolutely conclude that counties experiencing military aircraft overflights incur any greater change in real estate values than counties not experiencing similar overflight activity, it is not likely that real estate values would drop as a result of the CAI.

Response to Comment No. 3

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Merle and Pegi Alberts
302 South 5th Street
Westcliffe, Colorado 81252

May 15, 1996

Custer County Action Association
P O Box 552
Westcliffe, Colorado 81252

Dear Association Members:

Our family has recently relocated to this beautiful Wet Mountain valley with high hopes of enjoying it's pristine beauty, the quiet and the abundant wildlife. My husband is the area consultant for the local telephone company - PTL. In our decision to relocate we considered many factors and we felt lucky to have this valley as an option.

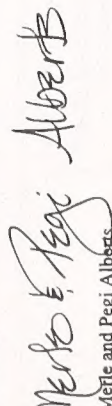
In the year that we have been Westcliffe residents we have been made increasingly aware of many factors of this tiny community. Among the most important are two factors of great concern to us: The impact of the proposed MOA on our local economy and the fact that the COANG seems to be trying to deceive the public into believing that their "plan" will have "NO SIGNIFICANT IMPACT" on our lives!!! These two factors are intertwined.

We have approximately 8000 property owners in this valley, of which only about 2000 are year round residents. The local small businesses depend almost entirely on the boost in sales they incur during summer and hunting seasons to keep their doors open. If the COANG achieves their goal how many of those seasonal property owners do you think will want to continue to come up here to listen to jets overhead? That in turn will cause excessive properties to be dumped on the market causing property values to drop ... And on goes the cycle.

We are a retired Air Force Family and we are familiar with the excessive noise caused by such air craft. How can the DEIS try to whitewash their noise-level testing results by averaging out the levels over a 24 hour period? The studies themselves show that the tests were not conducted in areas that in any way typify our bowl-shaped valley and the manner in which it amplifies the sound. So, it is our opinion that the DEIS does not even accurately follow the Federal Guidelines set forth for conducting the tests these studies are based upon.

We say NO MOA!!! The military has more than enough air space all over the county in which to train. Like the rest of us, they need to learn to work within their own limitations and not "TAKE" from the rest of the citizens something they truly do not need.

Sincerely,


Merle and Pegi Alberts

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

Response to Comment No. 3

In order to address concerns regarding possible devaluation of real estate, the EIS evaluated historical data for property values. This analysis compares counties within the study area for the CAI, including those areas with currently utilized military airspace, to counties outside the study area. The results indicate that all counties experienced increases in property values. Further, in terms of median property values, counties within the study area for the CAI increased 99.71 percent compared to counties outside the study area, which increased 57.74 percent. Whereas a report published by the Federal Aviation Administration concludes "that noise has been shown to decrease the value of property by only a small amount--approximately 1 percent decrease per decibel (DNL)," this analysis applies to airport/airfield environments and not land areas underlying military training airspace. Therefore, although it is not possible to absolutely conclude that counties experiencing military aircraft overflights incur any greater change in real estate values than counties not experiencing similar overflight activity, it is not likely that real estate values would drop as a result of the CAI.

RESPONSES TO COMMENTS

Response to Comment No. 4

Measurements were conducted in flat areas so that sound coming from all directions would be measured. Locations in a valley might have measured some locally increased noise, but would also have been shielded from noise blocked by the valley walls.

Response to Comment No. 5

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: BRIAN ORR
TITLE/ORGANIZATION: CO-OWNER; ORPHAN PRESS
ADDRESS: P.O. Box 346 WALSENBURG CO 81089
(Street) (City/State/Zip)

- COMMENTS -
This whole thing is a travesty - this is being rammed down
our throats. We don't want this; we don't need this.
Stop this abomination!

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Please hand this form to the staff, drop into the collection box, or mail to:
Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1989

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME:

DON SHEARN

TITLE/ORGANIZATION:

P.O. BOX 7 HILLSIDE CO 81232

(City/State/Zip)

ADDRESS:

- COMMENTS -

1
2

I AM CONCERNED ABOUT AIR NATIONAL GUARD PLANE FLYING OVER THE MOUNTAIN VALLEY WHERE I LIVE FOR THREE PRIMARY REASONS.

(1) I HAVE DIFFICULTY WITH THE ISSUE OF TRUST. PAST BEHAVIOR OF AIR FORCE PILOTS & PUBLIC RELATIONS OFFICERS CAUSE ME TO WARY ABOUT FUTURE LOW FLIGHTS ORIGINATING FROM VARIOUS COMMANDS.

(2) LOW FLIGHTS WILL HAVE A DISASTROUS ENVIRONMENTAL ECONOMIC IMPACT ON THIS UNIQUE PLACE.

(3) AS A GLIDER PILOT WHO HAS HAD A AIRCRAFT COLLISION WITH AN F-4 NEAR COLORADO SPRINGS WHEN THE TWO ABOARD WERE INFORMED BY AIR CONTROL OF GLIDER ACTIVITY, I AM NOT SAVING ONE ABOUT F-16'S FLYING BELOW 18,000 FEET. ONE OF THE BEST GLIDER AREAS IN THE WORLD. F-16 PILOTS ARE VERY BUSY & RADAR IS NOT INFALLIBLE WHERE GLIDERS ARE INVOLVED. THE AREAS GLIDER POTENTIAL HAS SIGNIFICANT ECONOMIC BENEFITS FOR OUR VALLEY, AS IT HAS HAD FOR CALISTOGA, CALIFORNIA & OTHER PLACES.

Please hand this form to the staff, drop into the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fletcher Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2

On-going education and awareness programs make military and civilian pilots aware of each other's operations. Safe separation procedures can be devised through coordination with the 140 WG to prevent any conflicts among their respective activities. Visual flight rules add further safeguards for elimination of potential conflicts with hang gliders and hot air balloonists.

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME:

Philip M. ROGERS

TITLE/ORGANIZATION:

P.O. 922/305 Samuel St. Libertyville Co. (City/State/Zip) 81252

ADDRESS:

- COMMENTS -

1 The Government is not being
2 Howestine ~~their~~ Assessment for
the mba
Date And not accurate

Philip M. Rogers

Please hand this form to the staff, drop into the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fletcher Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

Although Ldn is called an "average," it represents the total sound occurring within a 24-hour period, and is often described as a "cumulative" measure of impact. It has been shown to properly account for individual loud events of the type that may occur with military aircraft operations. However, while Ldn measures the total effect of all events, it does not describe the sound level for individual events. Whereas the Draft EIS presented some descriptions of individual aircraft noise events, the Final EIS has been modified and now presents additional discussions of individual aircraft noise events and maximum sound levels that are useful to evaluate potential impacts.

Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Airspace Initiative.

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

16 MAY 1986

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Bruce Magnuson
TITLE/ORGANIZATION: Rehabilitation Consultant
ADDRESS: 2438 Union Dr Coro SFS Lake 80906
(Street) (City/State/Zip)

- COMMENTS -

This proposal must not be approved.
The EIS appears clearly flawed and
distorted. This is Hy-Pocrite of what
the gov't does to get what it wants.
There is clearly no consideration for
the people of this state, the welfare,
of the future of this area.

Please hand this form to the staff, drop into
the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1998

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Deborah Senderhauf
TITLE/ORGANIZATION: Homemaker - Coowner Custer County Realty
ADDRESS: 6121 Hwy 69N P.O. Box 174 Westcliffe, CO 81252
(City/State/Zip)

COMMENTS -

My ancestors came with the first settlers to the West
my father. My roots run deep and I feel a great responsibility
to help preserve this pristine valley.

My husband & I have 5 children. We chose to
stay in Westcliffe to raise our family because of the
peace, tranquility, beauty etc. - It tells all of that plus
the value of our land is being threatened because of the
MOA.

I love this valley, our state & my country - It saddens
me that the people have spoken loudly over & over. That we
do not want this MOA over our valley & yet we're led to
demand. This is supposed to be a Democracy - The people
have spoken - we have said NO MOA yet the Air National
seems to have their own set of rules.

It opposes the MOA for all the reasons - danger, noise, wildlife,
land degradation, etc. and support all the Custer County
Action Group does & stands for.

Please hand this form to the staff, drop into
the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2

The ANG cares about the people that live near their training areas and how they feel about the activity associated with training. The NEPA process is providing the ANG with an opportunity to hear exactly what the public feels about its proposal before any decisions are made. Every scoping comment and every comment on the Draft EIS sent to the ANG has been read and incorporated into the administrative record for the proposal. Public comments have provided a better picture of what subjects the public wanted addressed in the document and have enabled the ANG to improve the EIS by adding or expanding to discussions in the Final EIS. Examples of added or expanded discussions include human health effects, natural quiet, environmental justice, amongst others.

Response to Comment No. 3

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1995

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Kathryn J. Rogers

TITLE/ORGANIZATION:

ADDRESS: P.O. Box 922/305 So 2nd St. Westcliffe, Co. 81252
(City/State/Zip)

- COMMENTS -

My family and I moved here to escape a noisy place. Our extended family plans to move here but is reconsidering due to your plans. We have no buildings or other structures to protect vs from the amplification effect.

Your methods of noise averaging are preposterous; your noise model is inaccurate and there is a lack of logic in necessitating expanded airspace in light of the fact that you have alternatives such as Mt. Para, Pison Canyon area or the fully instrumented range near Lamar.

I oppose your "Race Track Routes" and the attempt to hide them under the guise of limited sorties.

I believe the EIS is sorely overlooking the facts of life in Custer County.

Please hand this form to the staff, drop into the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Felchert Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

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RESPONSES TO COMMENTS

Response to Comment No. 3

The Colorado Airspace Initiative is not an expansion of airspace, but rather a modification. In many cases, this modification actually results in a reduction of airspace and/or number of sorties flown. The need for the Colorado Airspace Initiative is presented in Subsection 1.3 of the EIS.

Response to Comment No. 4

The use of other training areas was examined as part of the development of the alternatives studied in detail in the EIS in Subsection 2.3. The proposal was designed to minimize conflicts with potentially sensitive areas while providing the training resources necessary to meet military readiness requirements. Specific narrowing criteria for the selection of military training airspace (see Subsection 2.3.3 in Volume I) were used to evaluate other locations, and no alternative training areas were identified that could be substituted for the airspace configuration proposed in the alternatives studied in the EIS.

The primary user of the airspace included in the Colorado Airspace Initiative is the 140 WG based at Buckley Air National Guard Base in Aurora, Colorado. Because of limited resources and aeronautical constraints, virtually all of our nation's fighter units train in airspace that is within a "tank of gas" of the aircrews' base.

Response to Comment No. 5

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: GARY WEISS & FAMILY
TITLE/ORGANIZATION: TAX PAYING US CITIZEN
ADDRESS: Box 683 WESTGULFEE CO 81252
(City/State/Zip)

- COMMENTS -

60

YOU HAVE NO BUSINESS
HERE.
YOU ARE NOT WANTED,
GET OUT!
Jh

Please hand this form to the staff, drop into
the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

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Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Paulette Fowler - resident of Huerfano Co. since 1972.

TITLE/ORGANIZATION: Physio-therapist - / member Shampson Chaeling, Gardner, CO 81041

ADDRESS: 1269 Co Rd 626-Box 4- Fairview, CO 81040
(Street) (City/State/Zip)

5/16/96

- COMMENTS -

These complaints are in response to your DEIS which took you 4 yrs. to compile (spending 15 million of the taxpayers money). I received my copy of this document 45 days ago. It is unfair (and possibly illegal) for you to get a fair response from the citizens involved in this DEIS. (1) You promised me ample time and a meeting in Huerfano to respond to your DEIS. This, clearly, did not occur. (2) Just yrs. ago you held a sleeping meeting in Huerfano and in 5 other counties. Members of private citizens, as well as organizations - eg. The Wellman's Club, various religious and environmental groups have expressed their concerns in regards to the impact of low-flying sorties. There are socio-economic impacts of property values, tourism, environmental (eg. breeding patterns of domestic wildlife animals). Our businesses (real estate) are totally impacted. Tourism in Huerfano CO, alone, was 4.8 million in 1995. 95% of these issues were not addressed. The DEIS stated FENS1 - finding of no significant impact. We are not muted like our animal friends with no power of speech - we have spoken and written our real concerns. Are you deaf to our requests? Obviously! (3) In earlier documents you have stated that the Vista Hot-rises are narrow & small for a bombing range. Why not investigate other areas & create a new bombing range - eg. Two-Bottle. Pinon Canyon is an

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Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

The Council on Environmental Quality provides guidelines for the preparation of Environmental Impact Statements, and the review of EISs by the public and various government agencies. These guidelines direct agencies to "allow not less than 45 days for comments on draft statements" (Section 1506.10 of these guidelines). The comment period for the CAI Draft EIS officially opened March 29, 1996 with the Notice of Availability published in the Federal Register. The initial mailing of the statement to over 750 addressees was accomplished on March 20, 1996 prior to the NOA. The close of the comment period was initially published as June 5, 1996 (68 days), and then extended to July 12, 1996 (105 days).

Response to Comment No. 2

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

Response to Comment No. 3

All comments received during the scoping process associated with this EIS were considered in the preparation of the document. Such comments, as they relate to the proposal, have helped to improve the EIS process and have become a part of the administrative record for the proposal.

RESPONSES TO COMMENTS

Response to Comment No. 4

In order to address concerns regarding possible devaluation of real estate, the EIS evaluated historical data for property values. This analysis compares counties within the study area for the CAI, including those areas with currently utilized military airspace, to counties outside the study area. The results indicate that all counties experienced increases in property values. Further, in terms of median property values, counties within the study area for the CAI increased 99.71 percent compared to counties outside the study area, which increased 57.74 percent. Whereas a report published by the Federal Aviation Administration concludes "that noise has been shown to decrease the value of property by only a small amount--approximately 1 percent decrease per decibel (DNL)," this analysis applies to airport/airfield environments and not land areas underlying military training airspace. Therefore, although it is not possible to absolutely conclude that counties experiencing military aircraft overflights incur any greater change in real estate values than counties not experiencing similar overflight activity, it is not likely that real estate values would drop as a result of the CAI.

Response to Comment No. 5

The role of tourism in the local economy, and its impact from the alternatives associated with the CAI, have been studied in the EIS as a part of the evaluation of socioeconomic impacts. There are a number of factors, other than aircraft operations, that may affect tourism and the use of recreational areas, including weather, the proximity of other attractions in the area, and the economy. While it is possible that a tourist visiting an area may find an aircraft overflight to be annoying, no significant change to the tourist industry would be expected considering the fact that the majority of the CAI airspace has existed for many years and the relevant influences from military aircraft operations are not changing in the study area. The contribution of tourism earnings to total industry earnings was presented in the EIS for each airspace. In all instances, these values were very consistent with overall state levels of tourism earnings as compared to industry earnings.

Response to Comment No. 6

Socioeconomic issues and concerns were previously identified in the EIS in Subsection 4.9.1.1. Socioeconomic resources, including population, housing, and employment and the local economy, were previously addressed in the EIS in Section 3 and Subsection 4.9.

Appropriate even w/o impact to animals & people. Why not use this area which is several times larger from the proposed La Vista MCA - It also has a good southern access. The preferred alternative has no clear advantage over other alternatives which were rejected w/o being considered. ⑤ Operation Desert Storm used low-flying aircraft successfully and changed to medium- and higher flying altitudes to perform their missions. There is a real war that has established flying guidelines for various aircraft. Why is the COAG ignoring this situation as a model to develop specific guidelines in which to fly its own ready aircraft? ⑥ As an 18 yr. resident of Kern Co. I have enjoyed incredible peace & beauty. After living in P.C. for 25 yrs. I know about noise impact. They have to move to an area of low noise impact for this type of lifestyle - conducive to meditation, horse-back riding, long walks in the wilderness with ample quiet time only to live in fear of losing every resource I have? My home land, which I liked, health, and 360-acre environment will be totally & irreversibly altered forever. If this proposal impacts me it affects all of my brothers & sisters - human, animal, trees, mountains, land - everyone & everything. Please take these concerns to heart and move the proposed La Vista MCA to the Fremont MCA to a more appropriate area - Juniper, Piñon Canyon.

Thank you
Paulette Fowler

RESPONSES TO COMMENTS

Response to Comment No. 7

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 8

The Governor's recommendations included a request to examine the long-term viability of Airburst Range. The Air National Guard has honored this request.

Response to Comment No. 9

Pinon Canyon MOA is included in the Preferred Alternative.

Response to Comment No. 10

Low-altitude flights allow pilots to learn to avoid detection and to survive in combat. Low-altitude flying provides a significant operational procedure through which detection can be minimized. Training is essential to acquire the skill to use this procedure. Specific combat conditions that allowed high-altitude operations in the Gulf War may not exist in future conflicts. The need for this training is required by Air Force training regulations.

Response to Comment No. 11

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

Colorado Airspace Initiative
Draft Environmental Impact Statement
Westcliffe, CO May, 1996

MAY 16 1996

1. Before the DEIS for our area ever came out we knew the National Guard + US AirForce would say their proposal would have "no significant impact"; all EIS statements we have seen from other states end with this statement. Conclusions in a DEIS need not be honest.

2. The ^{Air}National Guard, fronting for the US AirForce, has shown no real need to add additional airspace to its already bloated collection of MOAs and MTRs, etc. all over the United States.

A. The National Guard's self-imposed reduction (almost elimination) of flights over the Wet Mt. Valley during the last 4 years (to lull residents into forgetting what it is like when planes do fly) shows clearly that the National Guard and the US Air Force do not need new MOAs, MTRs.

B. Loss of military airspace because of the construction of Denver International Airport is not

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2

The Colorado Airspace Initiative is not an expansion of airspace, but rather a modification. In many cases, this modification actually results in a reduction of airspace and/or number of sorties flown. The need for the Colorado Airspace Initiative is presented in Subsection 1.3 of the EIS.

Response to Comment No. 3

The frequency of training flights that have been observed by the public represent normal operations needed to fulfill USAF training requirements.

Response to Comment No. 4

The opening of the Denver International Airport resulted in the loss of approximately 40 percent of the New Raymer MOA and air traffic control assigned airspace. The impact on the existing Kit Carson MOA, combined with changes proposed under the CAI Preferred Alternative, would result in an overall decrease in the total military training airspace available.

Response to Comment No. 5

Commercial air traffic into and out of the Colorado Springs Airport can traverse the Fort Carson restricted airspace during periods of non use when specifically authorized by the air traffic controlling facility. Pilots can traverse the Fremont and La Veta MOAs anytime they choose to do so. Military aircraft operating in MOAs are sometimes restricted laterally and/or vertically to accommodate commercial air traffic. Because of these procedures, there would be a negligible impact on commercial air traffic.

Response to Comment No. 6

Measurements were conducted in flat areas so that sound coming from all directions would be measured. Locations in a valley might have measured some locally increased noise, but would also have been shielded from noise blocked by the valley walls.

②

40% as the National Guard claims, and they can't back up this 40% in any truthful way. As the reason for such an expansion of MOAs + MTRs it is ludicrous.

C. If the ^{Air}National Guard were really feeling such a loss, they would not spend all this time preparing a DEIS that excludes any consideration of the growing Colorado Springs Airport and its future vis a vis Air National Guard flights + air-space.

3. Sound tests were carried out in Cheyenne Wells - a spot as unlike Custer - Huerfano - Fremont counties as you can get. There are no mountains to funnel the noise. In the mountains and foothills one is very aware of overflying commercial airliners. Military plans at 1500 or 300 feet in altitude make a very loud impact in terms of sound here and to say the sound or decibel impact is ~~is~~ negligible is plain untrue.

A. Custer, Fremont, Huerfano counties are rural. 65 decibels is what you get in noisy city traffic or near an airport. In the wet mountain valley the decibel level is very low. It is quiet. Therefore

RESPONSES TO COMMENTS

Response to Comment No. 7

The ANG adheres to its "Policy on Air National Guard Overflights of Designated Wilderness and Wild and Scenic Rivers," as presented in Appendix L. This policy is intended to protect specifically identified areas, such as the Sangre de Cristo and Greenhorn Mountain Wilderness Areas, by limiting training operations to no lower than 2,000 feet above ground level whenever possible unless safety of the flight or operational parameters (e.g., weather conditions) may be compromised.

Response to Comment No. 8

It is possible that aircraft noise could startle domestic animals, especially young or penned animals, and cause them to injure themselves. However, animals adapt and habituate to various sound sources, including jet aircraft noise. Because the airspaces associated with the CAI are mostly existing airspace that have been utilized for over 25 years, this adaptation and habituation to jet aircraft noise has likely already occurred.

Response to Comment No. 9

In order to address concerns regarding possible devaluation of real estate, the EIS evaluated historical data for property values. This analysis compares counties within the study area for the CAI, including those areas with currently utilized military airspace, to counties outside the study area. The results indicate that all counties experienced increases in property values. Further, in terms of median property values, counties within the study area for the CAI increased 99.71 percent compared to counties outside the study area, which increased 57.74 percent. Whereas a report published by the Federal Aviation Administration concludes "that noise has been shown to decrease the value of property by only a small amount--approximately 1 percent decrease per decibel (DNL)," this analysis applies to airport/airfield environments and not land areas underlying military training airspace. Therefore, although it is not possible to absolutely conclude that counties experiencing military aircraft overflights incur any greater change in real estate values than counties not experiencing similar overflight activity, it is not likely that real estate values would drop as a result of the CAI.

(3) the contrast between ambient sound and an F16 at 1500 ft. is great; it is not negligible. This means the "startle effect" is also great as are its repercussions.

4. Flights over Wilderness Areas are still far too low. They will indeed impact wildlife, recreational hikers, outfitters' animals, etc., as well as birds and small animals. Unsound, unscholarly studies about noise should - must - be redone to conform with real science.

5. Ranchers will feel serious impact on their cattle & horses & on themselves. Wyoming ranches that have loud overflights of planes like B36s coming in packs are destroyed as places to live and ranch.

6. The kind of noise the National Guard is trying to dump on us will keep people from moving to the area and will ruin property values.

7. This is the kind of country where forest fires are a danger. If the National Guard starts a fire, what emergency response will be allowed. BLM did not let emergency local firefighters into a fire on BLM land. BLM put it out but by then it was a big fire.

RESPONSES TO COMMENTS

Response to Comment No. 10

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

Although Ldn is called an "average," it represents the total sound occurring within a 24-hour period, and is often described as a "cumulative" measure of impact. It has been shown to properly account for individual loud events of the type that may occur with military aircraft operations. However, while Ldn measures the total effect of all events, it does not describe the sound level for individual events. Whereas the Draft EIS presented some descriptions of individual aircraft noise events, the Final EIS has been modified and now presents additional discussions of individual aircraft noise events and maximum sound levels that are useful to evaluate potential impacts.

Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Airspace Initiative.

8. Under the DEIS there is no accountability. There is none now. The ^{Air}National Guard has no control over who uses the military airspace nor does the Guard know who is using the airspace. Everyone knows the enlarged MOAs and MTRs are for National Air Force use, not just for Colorado's little Air National Guard. No

one is in charge of events. Any number of flights can and will occur. If you phone the Guard's "Hot Line" because a plane is flying off its route and under 500 ft., it is not "counted" unless you use the word COMPLAINT. Furthermore, Buckley Field does not know where the plane is from, Buckley Field is not in control of the airspace, etc. No one is accountable in any way.

9. It is irrelevant to say that only under the "preferred alternative" proposal will the FAA Wilderness Area Advisories be respected. If the ~~g~~ Air National Guard truly respected the intent of Congress in the wilderness Act, their flights would be removed from over wilderness Areas. The wilderness Areas are a defining economic and environmental asset for Custer County and for the nation as a whole.

-12

-13

-14

RESPONSES TO COMMENTS

Response to Comment No. 11

Initial response to an aircraft accident is the responsibility of the civilian authorities nearest the crash site, who would provide emergency services such as fire, police, and medical assistance, as necessary. It is the responsibility of the civilian unit responding to an aircraft accident to determine what response actions they are capable of performing, including the evaluation of proper personnel training and response equipment. If the responding unit is not capable of performing certain response actions, they should request assistance from the nearest civilian unit capable of performing the required response. In the event of an aircraft accident, the nearest USAF installation would be notified by these authorities. In most cases, the nearest USAF installation would have been previously notified by the USAF unit associated with the downed aircraft. Upon notification of the aircraft accident, the commanding officer of the nearest USAF installation dispatches a Disaster Response Force. The Disaster Response Force includes personnel who have been trained to respond to this type of occurrence, and would include disaster preparedness, security police, medical, fire department, legal, munitions, mortuary, and others as required. The Disaster Response Force would assist local response teams in matters of fire suppression, site security, medical treatment and evacuation, accident evaluation and investigation, retrieval of classified materials or equipment, and protective measures, such as munitions disposal and hazardous/toxic materials protective measures. When necessary, the Disaster Response Force would coordinate activities with other regional response forces to ensure all personnel and equipment are obtained for proper mitigation and control of the accident site. It is the ANG policy to provide training, upon request, on aircraft accident emergency response to any recognized emergency response agency.

Response to Comment No. 12

All known users of the proposed Colorado Airspace Initiative training airspace have been identified in the document (see Appendix N). No additional aircraft will be permitted to use the proposed or existing training airspace without supplemental environmental analysis.

10. The DEIS should stop hiding behind the figures for "number of sorties" over a given place and start assessing environmental damage in terms of the number of overflights and their altitudes over a given place. The latter is a reflection of future reality and its consequences for quality of life, economics, social interaction, health, etc. Just talking about number of sorties is obscuring what will really be going on - in towns like Wetmore for example.

This DEIS is inadequate, uses every attempt to hide what their Airspace Initiative (old or proposed or preferred) will really mean for anything or anyone below their planes, and is an air-grab having no relationship to need. The conclusion that there will be "no significant impact" is outright dishonest when actually the impact will be severe. A new, honest EIS must be done.

Sincerely Alice Proctor

81 RD 191

Westcliffe, CO 81252

The DEIS is a terrible waste of taxpayers' money.

RESPONSES TO COMMENTS

Response to Comment No. 13

Since its inception, the toll-free number (800) 582-8507 has helped the ANG to monitor and reduce the number of aircraft noise complaints. All calls to the number are taken seriously regardless of how the caller characterizes the complaint. If callers are not satisfied with the 800-number service, experience future problems with the toll-free number, or feel they are not getting a timely response, an alternative is to call the 140 WG Commander at (303) 340-9555.

Response to Comment No. 14

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 15

Sortie numbers are an excellent means to determine potential overflights. MTRs are one-way traffic routes so an aircraft can pass over a single location only one time on one sortie. MOAs do allow an opportunity for multi-directional traffic; however, training objectives to vary the pilot's experiences during the sortie and fuel limitations of the aircraft would make repeat identical passes over one ground location an undesirable and unlikely training scenario.

Response to Comment No. 16

The number of overpasses made on any one sortie in the La Veta MOA over a specific point on the ground is not predictable.

Response to Comment No. 17

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Suzanne B. Jack

4904 Macy Lane
Westcliffe, CO 81252

(719) 783-2935
FAX 783-2154

May 16, 1996

Program Manager, CAI EIS
ANGRC/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RE: Colorado Airspace Initiative

9 LET'S TAKE THE BROAD VIEW...

THE WET MOUNTAIN VALLEY, CUSTER COUNTY, COLORADO IS
ARGUABLY ONE OF THE THREE MOST BEAUTIFUL VALLEYS
IN THE CONTINENTAL UNITED STATES,

AS SUCH...

THE WET MOUNTAIN VALLEY IS A NATIONAL TREASURE!

CONCLUSION...

WHILE THE UNITED STATES MAY NEED MOAS AND MTRS,
THEY DO NOT BELONG IN A NATIONAL TREASURE!

LET US JOIN TOGETHER TO SAVE OUR NATIONAL RESOURCES

FOR ALL AMERICANS

AND NOT FOOLISHLY DAMAGE WHAT CANNOT BE REPLACED.

Sincerely,

Suzanne B. Jack
Suzanne B. Jack

cc: Governor Roy Romer
Senator Hank Brown
Congressman Scott McInnis
Senator Ben Nighthorse Campbell
Custer County Action Association

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: TRACY E. ELKINS
TITLE/ORGANIZATION: P.O. Box 402, Westcliffe Colo. 81252
ADDRESS: (City/State/Zip)

- COMMENTS -
This is a hard topic for me since I am from a military family. I'm very patriotic, love my country, believe that a good effort is being made to defend our country. I also strongly believe that our military is here to protect our freedoms. The freedom of the citizens of the country and other affected areas is what we are compromising by this MOA. Isn't there an alternative area that would not be affected economically etc? Why choose one of the most pristine scenic areas in the country for this? Why not build a very low populated area in the desert? Please consider another alternative as the people of the Wet Mountain Valley will continue to fight this. Thank you,

Sincerely,
Tracy E. Elkins

P.S. Let's
have a vote
on this?

Please hand this form to the staff, drop into the collection box, or mail to:
Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Felch Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2

Because of the many avenues through which the public has received information on the CAI, including both factual and nonfactual information from various sources, some confusion may exist about the existing airspace and proposed new airspace, particularly for the Wet Mountain Valley and the San Luis Valley. The La Veta MOA is an existing airspace. No changes are proposed for this airspace.

VR-413 is also an existing airspace; however, under the Preferred Alternative, its width would be reduced in size and its eastern boundary moved away from the Sangre de Cristo Mountains. The minimum altitude would be raised from surface level to 500 feet above ground level. VR-412, which is currently a low-altitude route through the Wet Mountain Valley, would be eliminated altogether under the Preferred Alternative, thus eliminating low-altitude training completely from the Wet Mountain Valley. Sorties over the Wet Mountain Valley also are reduced under the Preferred Alternative.

Response to Comment No. 3

The use of other training areas was examined as part of the development of the alternatives studied in detail in the EIS in Subsection 2.3. The proposal was designed to minimize conflicts with potentially sensitive areas while providing the training resources necessary to meet military readiness requirements. Specific narrowing criteria for the selection of military training airspace (see Subsection 2.3.3 in Volume I) were used to evaluate other locations, and no alternative training areas were identified that could be substituted for the airspace configuration proposed in the alternatives studied in the EIS.

The primary user of the airspace included in the Colorado Airspace Initiative is the 140 WG based at Buckley Air National Guard Base in Aurora, Colorado. Because of limited resources and aeronautical constraints, virtually all of our nation's fighter units train in airspace that is within a "tank of gas" of the aircrews' base.

Response to Comment No. 4

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: JAMES FOWLER
TITLE/ORGANIZATION: SCULPTOR AT LIBRE SCHOOL
ADDRESS: BOX 4 FARISITA GARDNER CO. 81040
(City/State/Zip)

- COMMENTS -

1 I AM FILING A COMPLAINT AGAINST THE DRAFT E.I.S. FOR THE LA VETA MOA. IT IS SHAMELESSLY BIASED TOWARDS PROMOTING THE INTERESTS OF THE CO. ANG. THERE IS NO INCLUSION OF DATA PRESENTED BY CITIZENS AGAINST MOA EXPANSION. THE FACT THAT THE U.S.A.F. WOULD BE THE MAIN USER OF THE MOA IS NOT EVEN ADDRESSED. THE FACT THAT THE CO. ANG. HAS RECENTLY BEEN DOWNSIZED FROM 32 TO 15 JETS SHOWS NO NEED FOR EXPANSION. CLEARLY THE CO. ANG. ALREADY HAS ADEQUATE AIRSPACE AND ALTERNATE MOA PROPOSALS; THE PROPOSAL TO ALLOW LOW ALTITUDE (TO 100' AGL) IS NOT ONLY DANGEROUS (STATISTICAL DATA SHOWS A MUCH HIGHER INCIDENT OF ACCIDENTS), IT IS INEVITABLY LOUD, AND IT IS UNNECESSARY BECAUSE LOW ALTITUDE FLYING IS NOT USED IN MODERN WARFARE AS PLANES ARE TOO VULNERABLE AT LOW ALTITUDES. LOW LEVEL TRAINING WOULD SERIOUSLY DISRUPT WILDERNESS AREAS, DISCOURAGE TOURISM, OBVIOUSLY TERRORIZE RESIDENTS AND LIVESTOCK, PUT BUDHIST RETREATS OUT OF BUSINESS, AND SIGNIFICANTLY LOWER PROPERTY VALUES.

THE LA VETA MOA CONTAINS PRISTINE WILDERNESS AND SOME OF THE VERY FEW REMAINING QUIET AND PEACEFUL AREAS OF COLORADO. DO NOT DESTROY IT BY USING IT FOR A M.O.A. 1

Please hand this form to the staff, drop into the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

James Fowler

RESPONSES TO COMMENTS

Response to Comment No. 1

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

Response to Comment No. 2

The Colorado Airspace Initiative is not an expansion of airspace, but rather a modification. In many cases, this modification actually results in a reduction of airspace and/or number of sorties flown. The need for the Colorado Airspace Initiative is presented in Subsection 1.3 of the EIS.

Response to Comment No. 3

Low-altitude flights allow pilots to learn to avoid detection and to survive in combat. Low-altitude flying provides a significant operational procedure through which detection can be minimized. Training is essential to acquire the skill to use this procedure. Specific combat conditions that allowed high-altitude operations in the Gulf War may not exist in future conflicts. The need for this training is required by Air Force training regulations.

RESPONSES TO COMMENTS

Response to Comment No. 4

The CAI was initiated several years ago with an Original Proposal that did include some low-altitude flights in the areas identified. However, the ANG identified a new Preferred Alternative in the Draft EIS. This Preferred Alternative was the culmination of efforts by Governor Roy Romer, members of the Colorado Congressional delegation, a Citizens' Working Group, and the ANG to reach a viable alternative which addressed the concerns of the citizens of Colorado.

This Preferred Alternative does not include new or lower flights in the vicinity of the Wet Mountain Valley or the Sangre de Cristo eastern slope. In fact, La Veta MOA will remain as currently charted (minimum altitude 13,000 ft. MSL) but with fewer flights. A military training route, VR-412, which is currently charted through the Wet Mountain Valley, will be totally eliminated. Rather than increasing the training activities in the area, training would be reduced. Low-altitude flights in the Wet Mountain Valley, using either MOAs or MTRs, would be completely eliminated by this proposal.

Response to Comment No. 5

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Linda Teranchi Ph.D.
TITLE/ORGANIZATION: Professor of Education
ADDRESS: 4810 Langdale Way LOS AN 90906
(City/State/Zip)

COMMENTS -

The air space in Custer County Collectively belongs to everyone. This means that we all have the right to have our opinions on what will happen as a direct result of the Colorado airspace initiative. Tonight I have interviewed several teachers from people of all "backgrounds" (race, ethnicity, background and political affiliation) in Custer County and common thread - they all have in Custer County because it others "the sense of ownership" a quality that is extremely hard to find.

The people that are identified several areas of impact that will be directly impacted by this initiative. They include: 1) the presence of population density 2) economic impact 3) destruction of natural resources 4) flora and fauna. 5) noise pollution.

My husband and I built our home in the 1980s ago so that we could enjoy the solitude and tranquility personal renewal. This could be taken away that takes from us just from someone living and working in Custer County. Indeed, what a tragedy this would be for everyone who chooses the peace of this beautiful valley. We have a piece - we use that piece to reflect - The National's can't give their opinion - they are the victims of our decision making process.

Please hand this form to the staff, drop into the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20782-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2

There would be some changes in sortie numbers, noise levels, and airspace dimensions under the Original Proposal and the Preferred Alternative addressed in the EIS. However, overall flying hours of the 140 WG will be reduced from 5005 hours to 4600 hours. When compared to existing military aircraft training in the study area, these changes would not change the current levels of solitude and peace and quiet experienced by residents. As under current conditions, noise from military aircraft operations may periodically disturb citizens and affect their enjoyment of solitude; however, opportunities for abundant periods of total peace and quiet would continue as under present conditions.

May 16, 1996

I would like to strongly voice my objection to the Colorado Airspace Initiative. To use this valley and surrounding area for a MOA is a travesty. It totally disregards Human Rights, Animal Rights and the environment in general. The impact on the whole area will be devastating to say the least. I could go on for pages. I have read the draft statement and it made me heartsick. It is beyond my comprehension how any group can be so blatantly discount the quality of life of the people and wildlife in this area.

Lindsay N. Weeks
Lindsay N. Weeks
Rural Westcliffe
114 CURRIAN HILL RD
WESTCLIFFE, CO 81252

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: DR LEE SCHAMMACH

TITLE/ORGANIZATION: OWNER: BUILT 4 FUTURE; FORMER DENTIST IN WESTELLPT

ADDRESS: P.O. Box 703 WALSENBURG, CO 81089
(Street) (City/State/Zip)

- COMMENTS -

Why?? Why must they put one of the most beautiful
peaceful and tranquil valleys in the United States for
these exercises? There is no other place that is
Satisfying for these exercises? Why must it be here?
Is there really anything anyone can say or write to
stop this?
Is there anything that can stop the Ram-radar project?

Please hand this form to the staff, drop into
the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

The use of other training areas was examined as part of the development of the alternatives studied in detail in the EIS in Subsection 2.3. The proposal was designed to minimize conflicts with potentially sensitive areas while providing the training resources necessary to meet military readiness requirements. Specific narrowing criteria for the selection of military training airspace (see Subsection 2.3.3 in Volume I) were used to evaluate other locations, and no alternative training areas were identified that could be substituted for the airspace configuration proposed in the alternatives studied in the EIS.

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Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Matthew Schumbach
TITLE/ORGANIZATION: -
ADDRESS: P.O. Box 703 Walsenburg Co, 81089
(City/State/Zip)

-COMMENTS-

don't history fearful & quiet area

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Please hand this form to the staff, drop into the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fletcher Avenue
Andrews AFB, MD 20762-5157

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME:

AUDREY PASTOR

TITLE/ORGANIZATION:

ADDRESS: PO Box 1175

Westcliffe CO 81252

(Street)

(City/State/Zip)

-COMMENTS-

In this age of "high tech" war why do we need this kind of exercise anyway? If so - are there not plenty of desert space within the US to accomplish this goal with out affecting rural, pristine areas?

Why could we not instigate a plan if insistence is needed for these flights? where the exercises are instructed in a clockwise fashion.

With this format we would only see these training flights every 60 days

spread it over Colorado - not just Custer County share the noise

Please hand this form to the staff, drop into the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Training for potential military conflict in time of peace is a reality recognized by the Congress and the President. As military forces are cut back, the quality of training for existing forces must be maintained and improved to ensure our nation has an effective military. As the active duty military force is reduced in size, the ANG role and the role of the 140 WG in the total force structure is increasing. Over the past several years, the DOD has conducted studies to evaluate mission readiness and cost effectiveness of its total force. In comparison to DOD regular components, the ANG has relatively low operating costs and provides a cost effective investment.

Response to Comment No. 2

The use of other training areas was examined as part of the development of the alternatives studied in detail in the EIS in Subsection 2.3. The proposal was designed to minimize conflicts with potentially sensitive areas while providing the training resources necessary to meet military readiness requirements. Specific narrowing criteria for the selection of military training airspace (see Subsection 2.3.3 in Volume I) were used to evaluate other locations, and no alternative training areas were identified that could be substituted for the airspace configuration proposed in the alternatives studied in the EIS.

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Response to Comment No. 3

The military operations areas in the CAI are designed to accommodate specific training events, therefore, in most instances other airspace cannot be substituted unilaterally.

Response to Comment No. 4

The vast majority of current and projected sorties under the Preferred Alternative occur or will occur outside Custer County.

MAY 16 1996

I am opposed to the prescribed
MOA in Ulster County. We should
and DO have enough airspace training
areas and DO NOT need to destroy
what little peace and quiet left
in a few secluded areas.
Please, let us continue to train
our special men and women, who com-
prise the greatest armed forces in the
world, in already designated and
used areas!

Thank you
F.W. Baroine
Box 1141
Westcliffe, Co. 81252

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2

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35 years ago I spent a summer working in Colorado

Ken Hudson
P. O. Box 37
Westcliffe, CO 81252
May 13, 1996

MAY 16 1996

I live in Selma, Calif and I own 35 Acres in Rural Contra Costa. we moved here to enjoy the peace and quietness here.

We moved to Colorado about one and one half years ago, intending to move into semi-retirement. As time passes, I plan to enjoy retirement and pursuit of hobbies that have been postponed over the years.

These include raising and racing homing pigeons and design and testing of kites.

I am concerned that low level aircraft might disturb my pigeons, possibly interfering with their breeding habits, as well as effecting their flight times. Also the possibility of a pigeon being in the path of a low flying aircraft concerns me.

If an aircraft frightens one of My Pigeons, I'm sure it would not be good. What sort of reparations would I be entitled to if your aircraft damage some of my kites or injure my pigeons?

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2

Compensation for damages associated with aircraft overflights is handled on a case-by-case basis. If damage occurs, affected citizens should contact Peterson AFB. The address is: 21 SW/JAD, 616 Mitchell St., Suite 540, Peterson AFB, CO 80914-1154. The telephone number is (719) 556-4871.

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: DR. TOM WOLF, ACTING PROFESSOR, SOUTHWEST STUDIES
TITLE/ORGANIZATION: COLORADO COLLEGE
ADDRESS: 386 SAN MIGUEL WESTCLIFFE, CO 81252
(City/State/Zip)

- COMMENTS -

- YOUR DEIS FAILS TO ADEQUATELY ADDRESS:
- 1) CUMULATIVE IMPACTS
 - 2) TESTING OF "NO ACTION" ALTERNATIVE
 - 3) ECONOMIC IMPACTS
 - 4) AN ADEQUATE RATIONALE FOR PROPOSED ACTION
 - 5) ENVIRONMENTAL JUSTICE
 - 6) AIRCRAFT NOISE
 - 7) IMPACTS ON WILDLIFES
- FURTHER YOUR DEIS COMPLETELY IGNORES MY 1995 UNIVERSITY OF COLORADO PRESS BOOK, COLORADO'S SACRED DE CALISTO MOUNTAINS. MY BOOK IS THE DEFINITIVE ENVIRONMENTAL HISTORY OF THE AREA. YOUR DEIS IS NOT ADEQUATE UNTIL YOU TAKE MY BOOK INTO ACCOUNT.
- YOU HAVE ALSO FAILED TO TAKE INTO ACCOUNT WORK DONE BY MYSELF + PROF. WALT HELIX OF COLORADO COLLEGE ON ANNUITY VALUES IN THIS AREA.

Please hand this form to the staff, drop into the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

I OPPOSE YOUR PROPOSALS! Tom Wolf

RESPONSES TO COMMENTS

Response to Comment No. 1

All of the issues listed were addressed in the Draft EIS except environmental justice.

A discussion on environmental justice has been added to the Final EIS. See new discussion in Subsection 4.19. The concept of environmental justice addresses the issue of determining if actions of Federal agencies disproportionately impact the human health and environmental conditions in minority communities and low-income communities. The majority of the airspace associated with the alternatives addressed in the EIS has been in existence for many years and the changes being proposed would not significantly alter the current configuration. Environmental justice issues would be more relevant for new airspace, which occurs primarily in the southeastern portion of the State of Colorado. This new airspace does not affect any single minority group and overlies a wide variety of socioeconomic conditions.

Response to Comment No. 2

Comment noted. Subject book was never received by the ANG.

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Christina Nealson
TITLE/ORGANIZATION: Author
ADDRESS: 386 San Miguel Rd. Westcliffe CO 81252
(Street) (City/State/Zip)

- COMMENTS -

Let me begin by saying I am not anti-military. My family has a long active participation history in the armed forces of which I am very proud. I am, however, adamantly against any AOA that encroaches on the Sager de Cisto mountains and its surrounding valleys and communities. My reason can be summed into two words - silence and darkness. There are disappearing realities in a quickly developing west - realities that are necessities for active, creative endeavors for people. For contemplation. Realities also important for wild life. The Sager de Cisto mountains are one of the most pristine areas in the country. A treasure. Surely, the grandchildren of ranchers and military personnel I will one day thank us for cooperative efforts to keep places silent & dark - the few that are left. The National Guard, your work is important, but not as vital as the gifts of these wild mountains. So, please. Thank you - Christina Nealson

Please hand this form to the staff, drop into the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fletcher Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Wendy Geary
TITLE/ORGANIZATION: Geary Ranch
ADDRESS: 5700 Cordova Rd (City/State/Zip) 129 Whately 81252

- COMMENTS -

What part of the word NO don't you understand? The community of Our community has been saying NO MAF for five years I mean for numerous seasons but you do not seem to listen. I am saying NO again since I do not want this beautiful valley ruined with ugly noise. I am a pilot trainer and concerned citizen who still says NO MAF!

Please hand this form to the staff, drop into the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1998

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: JOHN G. COX
TITLE/ORGANIZATION: RURAL WESTCUFFE RESIDENT
ADDRESS: 2615 CT RD 220 WRESTCUFFE CO 81252
(City/State/Zip)

- COMMENTS -

MY UNDERSTANDING IS THAT OPPOSING GROUPS
HAD NO PART IN SELECTING THE ORGANIZATION THAT CONDUCTED
THIS EIS. NOT TO MENTION THE AGENCY'S OBJECTIVITY, BUT
MY EXPERIENCE INDICATES THAT OUT OF 2000 EXPORT TRAIL
WITNESSES, 1999 TESTIFIED EXPLICITLY THAT THE SIDE
WHO HIRED THEM WERE CORRECT IN THEIR POSITION.
WITH DUE RESPECT MOST ISSUES WERE NOT SUBSTANTIVE.
THE OPINION OF THE MOST AFFLUENT PARTIES - THE RESIDENTS
OF THIS VALLEY - IS NORMALLY UNIFORM: ~~THE~~ THE LEVEL OF
DEMYSTIFY ARE A NUISANCE. ~~THE~~ THE LEVEL OF
NUISANCE RISKS PROPORTIONATE TO THE LEVEL OF ACTIVITY
THERE MUST BE SOME WAY TO DETERMINE THE COUNTRY
WITHIN - POSTROYAL WHAT'S BEST IN IT

Please hand this form to the staff, drop into
the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1998

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Don Merrell

TITLE/ORGANIZATION: _____

ADDRESS: PO Box 94 Hillsdale Colorado 81238
(Street) (City/State/Zip)

-- COMMENTS --

while I realize that this is just an exercise
(infutility) and that the process is a "done deal"
I feel a need to comment on the entire CAI.
After reviewing other EIS documents from other proAs
it is clear that public input is just a formality.
The Air Guard has decided what it wants and
will not be changed. How the contractor for the DEIS
can review the public opposition as well as reviewing
the negative reports on the area and come to the
conclusion that there is no adverse impact on FONSI
wake up! The cold war is over, while there is
a need for national security and training, existing
air space is more than adequate. DOD has no longer
want space, money, land, money, money, money, money
and simply be humbled. The branches of the
service should cooperate and interact in training
instead of each branch having its own "sandbox".
who knows, the cases of friendly fire casualties may drop.
Our last comment recently the military was requested by
C-130s & A-10s from Canada when the Air Guard hotline
was contacted the PAC stated that the Guard does not
know who is in their airspace. It seems like the Guard

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Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

should know who's utilizing their airspace.

RESPONSES TO COMMENTS

Response to Comment No. 1

Training for potential military conflict in time of peace is a reality recognized by the Congress and the President. As military forces are cut back, the quality of training for existing forces must be maintained and improved to ensure our nation has an effective military. As the active duty military force is reduced in size, the ANG role and the role of the 140 WG in the total force structure is increasing. Over the past several years, the DOD has conducted studies to evaluate mission readiness and cost effectiveness of its total force. In comparison to DOD regular components, the ANG has relatively low operating costs and provides a cost effective investment.

Response to Comment No. 2

All known users of the proposed Colorado Airspace Initiative training airspace have been identified in the document.

The aircraft referred to (C-130) are not required to schedule or use military special use airspace or military routes. To perform their missions, they may fly in the same manner as general aviation aircraft (e.g., Cessna, Beechcraft, etc.) since they are at a speed below 250 knots. As such, they may traverse anywhere within a flying radius of approximately 400 miles from the departure base.

The ANG is currently working with Peterson Air Force Base and other C-130 flying units to ensure their knowledge of noise sensitive areas in Colorado.

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1998

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Debbie Baeier
TITLE/ORGANIZATION: _____
ADDRESS: P.O. Box 891 Westcliffe Co. 81252
(City/State/Zip)

- COMMENTS -

I really don't agree with the noise level report. I start children for hearing and am familiar with double lines and different frequencies of sound. To average day & night noise levels is ridiculous!! Any human noise is UNWANTED. I lived near Kennedy Airport for years and remember the fuel dumps and our chance and area on a regular basis. The pollution of noise, gas fumes and black soot over everything. That's what I speak of accidental crashes - three jumbo accidents in 5 years only miles from us. We moved here to be away from all these problems. I'm not worried about anything but the noise, nothing else & the wildlife. We came here to Westcliffe to find some peace and quite after a lifetime of work in NYC with its own noise pollution among many other pollution. We pay our taxes to the USA, Colorado and our town three Real Estate taxes - don't we deserve something back as well. All we ask is for noise new MOA & we want peace and quiet not just at night.

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Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
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RESPONSES TO COMMENTS

Response to Comment No. 1

The approach used in the EIS has been modified. The Federal Interagency Committee on Noise (FICON), representing a variety of Federal agencies with a mix of concerns associated with aircraft noise, reviewed aircraft noise analyses issues in 1992. This committee's report (FICON 1992) continued an approach to evaluating relative impacts associated with aircraft noise that has been recognized by noise analysis experts as the most widely endorsed and comprehensive approach to aircraft noise analysis available. This approach to noise analysis was incorporated into the analyses associated with the Draft EIS. In general, Federal land use compatibility criteria are derivatives of guidelines first devised for land near airports. All land use compatibility is based on the use of Day-Night Average Sound Level (abbreviated as DNL or Ldn) as the descriptor representing community noise environments. The criteria treat areas below DNL 65 dB as compatible for all uses, including residential, and they treat DNL 65 dB as a threshold for significant exposure. There is no generally accepted method for treating rural areas differently for these purposes.

However, many EIS reviewers, including some members of the Federal regulatory community, felt the application of the FICON standards, and the 65 dB threshold, to a rural setting was inappropriate for such areas with more quiet ambient noise conditions. Consequently, the use of the 65 dB threshold as the sole means to assess relative impacts or the acceptability of noise levels associated with aircraft operations addressed in the EIS has been modified and the analysis now includes additional information to evaluate potential impacts.

Response to Comment No. 2

The CAI was initiated several years ago with an Original Proposal that did include some low-altitude flights in the areas identified. However, the ANG identified a new Preferred Alternative in the Draft EIS. This Preferred Alternative was the culmination of efforts by Governor Roy Romer, members of the Colorado Congressional delegation, a Citizens' Working Group, and the ANG to reach a viable alternative which addressed the concerns of the citizens of Colorado.

This Preferred Alternative does not include new or lower flights in the vicinity of the Wet Mountain Valley or the Sangre de Cristo eastern slope. In fact, La Veta MOA will remain as currently charted (minimum altitude 13,000 ft. MSL) but with fewer flights. A military training route, VR-412, which is currently charted through the Wet Mountain Valley, will be totally eliminated. Rather than increasing the training activities in the area, training would be reduced. Low-altitude flights in the Wet Mountain Valley, using either MOAs or MTRs, would be completely eliminated by this proposal.

RESPONSES TO COMMENTS

Response to Comment No. 3

Studies conducted on wildlife have shown that numerous wildlife species have the ability to adapt to the presence of man and various man-made sound sources, including jet aircraft noise. While the noise generated from low-altitude military overflights may be initially startling, habituation to jet aircraft noise occurs with most wildlife species. Species-specific responses to low-altitude overflights vary considerably, and responses from individual animals may have the potential to cause injury. However, wildlife populations are usually affected only when a variety of factors work in combination to impact them, including declines or fluctuations in the availability of a food source, habitat destruction or alteration, predation, hunting, trapping, poaching, disease, or inclement weather, rather than noise alone. Normally, it would be unrealistic to predict or attribute any wildlife population declines to a single stressor, such as noise. In addition, no published scientific evidence was identified that indicated harm may occur to wildlife as a result of exposure to the levels of noise generated by military aircraft that would utilize the airspace associated with the Colorado Airspace Initiative.

Response to Comment No. 4

There would be some changes in sortie numbers, noise levels, and airspace dimensions under the Original Proposal and the Preferred Alternative addressed in the EIS. However, overall flying hours of the 140 WG will be reduced from 5005 hours to 4600 hours. When compared to existing military aircraft training in the study area, these changes would not change the current levels of solitude and peace and quiet experienced by residents. As under current conditions, noise from military aircraft operations may periodically disturb citizens and affect their enjoyment of solitude; however, opportunities for abundant periods of total peace and quiet would continue as under present conditions.

May 16, 1996
Westcliffe, Colorado

Reference: Colorado Airspace Initiative-Draft Environmental Impact Statement

After having reviewed the above document, I must comment on errors and omissions of the statement. In general, the document makes very poor assumptions as to noise impact created by low flying military jet aircraft. Let me explain.

We live 11 miles northeast of Silver Cliff on Custer County road 255. The area is under an existing MOA, one which is proposed to lower the floor to 100 or 300 ft. above ground level. For the past year or two we have not been affected by low flying jet fighters, however on a few occasions we have had C-130 aircraft flying extremely low. Prior to that time, we frequently were frightened by the sudden extreme noise of low flying jets - some flying within feet of tree tops. On one occasion, I was saddling a horse when a jet flew over at above 1000ft. (above ground level) The noise was so extreme that the horse jumped violently. Fortunately, he had jumped away from me - if he had jumped toward me I would have been under a 1200 pound horse. This noise burst was caused by a single aircraft flying above 1000ft. Of course, the noise is amplified by the surrounding mountains and canyons. The horse in this incident was not a green colt. He is a mature, wellbroke horse that has been used along heavy travelled roads and highways and in noisy parades and public gatherings.

There have also been occasions of extreme noise burst that frightened people in our home. These occurred so quickly by planes flying over a ridge just behind our place that they had the effect of an explosion on persons and livestock.

We also own a place two miles west of Westcliffe where we have cattle. Low flying jet aircraft in that area have had an adverse effect on livestock and wildlife. Cattle can not make the same gain when they are frequently impacted by noise pollution which causes stress as they can in the normal natural environment expected in the Wet Mountain Valley. Therefore, jet noise has an adverse economic impact on the livestock industry in our area.

The impact statement talks of average noise levels. These are false and misleading assumptions. This is like saying that a driver going down our road at 80 miles per hour is not a hazard because most people drive 30 MPH, the speed limit is 35 and the average is under that.

At the previous scoping meetings, we were told by Air National Guard representatives that all training flights must comply with FAA, Federal Aviation Regulations. Part 91.119 Minimum Safe Altitudes (c) which requires

RESPONSES TO COMMENTS

Response to Comment No. 1

The CAI was initiated several years ago with an Original Proposal that did include some low-altitude flights in the areas identified. However, the ANG identified a new Preferred Alternative in the Draft EIS. This Preferred Alternative was the culmination of efforts by Governor Roy Romer, members of the Colorado Congressional delegation, a Citizens' Working Group, and the ANG to reach a viable alternative which addressed the concerns of the citizens of Colorado.

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Response to Comment No. 2

It is possible that aircraft noise could startle domestic animals, especially young or penned animals, and cause them to injure themselves. However, animals adapt and habituate to various sound sources, including jet aircraft noise. Because the airspaces associated with the CAI are mostly existing airspace that have been utilized for over 25 years, this adaptation and habituation to jet aircraft noise has likely already occurred.

that an aircraft not to operate closer than 500 feet to any person, vessel, vehicle or structure in sparsely populated areas cannot be complied with by military jets flying below 500 feet above ground level in the Custer County area. Due to terrain features which include mountain ridges, trees, canyons, etc, the aircraft will conflict closer than 500 feet before the pilot can see and avoid.

We are asking for the elimination of Airburst MOA, LaVeta MOA and all MTR's leading to the Airburst range. The adverse effect on wildlife, the risk of crashes and forest fires, loss of property values, destruction of our economy and quality of life, detrimental environmental effects, and noise pollution all support this position.

Sincerely,



Richard L. Downey

Janice A. Downey
10844 County Road 255
Westcliffe, Co. 81252

RESPONSES TO COMMENTS

Response to Comment No. 3

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

Although Ldn is called an "average," it represents the total sound occurring within a 24-hour period, and is often described as a "cumulative" measure of impact. It has been shown to properly account for individual loud events of the type that may occur with military aircraft operations. However, while Ldn measures the total effect of all events, it does not describe the sound level for individual events. Whereas the Draft EIS presented some descriptions of individual aircraft noise events, the Final EIS has been modified and now presents additional discussions of individual aircraft noise events and maximum sound levels that are useful to evaluate potential impacts.

Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Airspace Initiative.

Response to Comment No. 4

It is current ANG policy to fly 500 feet above the ground except for a small cadre of pilots who must maintain a proficiency at lower altitudes to meet real world enemy threats. These pilots will get the training on military training routes in southeastern Colorado.

prescribed in this section, the aircraft may be operated at that minimum speed.

(Amdt. 91-219, Eff. 8/24/90); (Amdt. 91-227, Eff. 9/16/93); (Amdt. 91-227, Corrected, Eff. 9/16/93); [(Amdt. 91-233, Eff. 9/16/93)]

§ 91.119 Minimum safe altitudes: General.

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

(a) *Anywhere.* An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.

(b) *Over congested areas.* Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

(c) *Over other than congested areas.* An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.

(d) *Helicopters.* Helicopters may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section if the operation is conducted without hazard to persons or property on the surface. In addition, each person operating a helicopter shall comply with any routes or altitudes specifically prescribed for helicopters by the Administrator.

§ 91.121 Altimeter settings.

(a) Each person operating an aircraft shall maintain the cruising altitude or flight level of that aircraft, as the case may be, by reference to an altimeter that is set, when operating—

(1) Below 18,000 feet MSL, to—
(i) The current reported altimeter setting of a station along the route and within 100 nautical miles of the aircraft;

(ii) If there is no station within the area prescribed in paragraph (a)(1)(i) of this section, the current reported altimeter setting of an appropriate available station; or

(iii) In the case of an aircraft not equipped with a radio, the elevation of the departure airport or an appropriate altimeter setting available before departure; or

(2) At or above 18,000 feet MSL, to 29.92" Hg.

(b) The lowest usable flight level is by the atmospheric pressure in the area as shown in the following table:

Current altimeter setting	Lowest
29.92" or higher	180
29.91" through 29.42"	185
29.41" through 28.92"	190
28.91" through 28.42"	195
28.41" through 27.92"	200
27.91" through 27.42"	205
27.41" through 26.92"	210

(c) To convert minimum altitude prescribed § 91.119 and § 91.177 to the minimum flight level, the pilot shall take the flight level equivalent of the minimum altitude in feet and add the appropriate number of feet specified below, to the current reported altimeter setting:

Current altimeter setting	Adjustment
29.92" (or higher)	0
29.91" through 29.42"	5
29.41" through 28.92"	10
28.91" through 28.42"	15
28.41" through 27.92"	20
27.91" through 27.42"	25
27.41" through 26.92"	30

§ 91.123 Compliance with ATC clearances and instructions.

[(a) When an ATC clearance has been issued to a pilot in command may not deviate from that clearance, except in an emergency, unless the pilot obtains an amended clearance. However, in Class A airspace, this paragraph does not apply to a pilot from canceling an IFR flight plan if the pilot is uncertain of the clearance, that pilot must immediately request a new clearance from ATC.]

(b) Except in an emergency, no person may operate an aircraft contrary to an ATC clearance in an area in which air traffic control is exercised. (c) Each pilot in command who, in an emergency, deviates from an ATC clearance shall notify ATC of that deviation as soon as possible.

(d) Each pilot in command who, in an emergency, deviates from a rule of this subpart shall notify ATC in an emergency, if possible.

RESPONSES TO COMMENTS

Response to Comment No. 5

The existing La Veta MOA and VR-413, as well as the proposed Airburst MOA (a revision of the existing Fremont MOA) and the MTRs leading to the Airburst Range form the basic air-to-surface training arena within which the Colorado ANG will train in the future to maintain its combat readiness status. Without these airspace components, the Colorado ANG could not meet wartime training requirements.

Response to Comment No. 6

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

MAY 16 1996

14 May 1996

Air National Guard Readiness Center
Program Manager, CAI EIS
ANGRC/CEVP
3500 Fetchet Avenue
Andrews Air Force Base, MD 20762-5157

Dear Sir,

I am writing as a concerned citizen and resident of Custer County, Colorado in response to your request for reactions to the Environmental Impact Statement for the Colorado Airspace Initiative.

If the intent of the report was to impress the reader with the sheer volume of material then it was an unequivocal success. If, however, the intent was to respond to the many expressed concerns of the citizenry, then I would declare it a total failure.

The quality of research can often be judged by the qualifications of the workers, their ability to clearly express what it is they have done and how the results are interpreted, and finally the thoroughness of the search for pertinent reference material.

Let me comment on the latter. Volume II Appendices lists 613 bibliographic references over one-half of which seem to have little or no relationship to the study and include such oddities as: Morrison, J., undated. Powwows of the Proud; Monitor Publishing Co., 1993, State Yellow Book. Vol. V, #2; Colorado Governor's Office, undated. "Need Help", Denver, CO.; University Press of Kansas, 1993, Catalogue. Lawrence, KS.; and finally an entry for Webster, Noah, 1972. Webster's New Universal Unabridged Dictionary, Deluxe Second Edition, Dorset and Baber, Cleveland, OH.

Volume I is more conservative and includes a mere 158 references which include more substantial studies but at the same time tantalizes the reader by constant reference to "letters and personal conferences with various individuals" and then one often cannot follow up on these in the text. For example, Enderson 1994a Enderson, James. The Colorado College. 1994. Letter to Brian Hoppy, Science and Engineering Associates, Inc. (SEA). September 9, 1994. This should certainly have been reproduced in the Appendices and the reader is left wondering just what impact do the flights have on the Peregrine Falcon? I phoned Dr. Enderson and he can't remember writing a letter to Mr. Hoppy but offered to search his files.

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

In Volume I, 3-107 and 3-126 it states that "the ROI crosses Florissant National Monument" (no reference to Florissant in Section 8 Index) and then proceeds to erroneously state that the fossils are of "species that lived 500,000 years ago". For the record the Florissant fossil beds are unique in the world and the national monument was established by an act of congress to preserve this irreplaceable record of species that lived 35 million years ago.

In Volume I, Section 3, many pages are devoted to environmental effects on both water resources and earth resources and always concludes that there will be no adverse effects caused by the overflights. If so, then why devote time and space to this sort of information? If needed, then it should be more than superficial and should be correct. For example, 3-2.11 states that the "Pierre Shale is a primary aquifer". Shales are notorious as aquicludes because of their almost zero permeability and the Pierre is no exception.

Because of population pressures people are turning to wilderness areas in search of peace and quiet. Low level overflights proposed for Great Sand Dunes National Monument, Florissant Fossil Beds National Monument, Mueller State Park, and the Sangre de Cristo Wilderness area, all are disruptive to the purpose for which they were set aside.

This study fails to address the "startle factor" created by the noise of jet engines. In the past I have had Air National Guard planes almost take the chimney off my home and on one occasion when I was using a chain saw to trim fence posts one passed overhead so close I could have had a fatal accident.

As a tax payer I am not at all satisfied with the quality of the EIS report and hope that in the final revision you respond to at least some of the questions I have raised.

Sincerely,

Wm. A. Fischer

William A. Fischer
6208 County Road 140
Westcliffe, CO 81252

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 16 1999

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: LIANE F. GLEDHILL
TITLE/ORGANIZATION: Private citizen
ADDRESS: 618 Broadway Silvercliff Co 81249
(City/State/Zip)

- COMMENTS -

1
Changquity is becoming an increasingly
precious commodity. My husband and
I bought our home in Silvercliff after
our previous "wild" property near
Taos, New Mexico became prime tourist-
recitation area and traffic and noise
escalated past our valley in proximity.
The wet mountain valley is highly
habitable, while some have mistaken
locals could meet the needs of the Air
National Guard

2
3
I further question why our country needs
so many different "divisions" all of
our military organs are in the air.
Our forces - Vols, each branch of
the service have to contaminate large
areas of our country. Why can't these
forces be met by the Air Force? Can't Air
National Guard get their training with the air
force?

Please hand this form to the staff, drop into
the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2

The use of other training areas was examined as part of the development of the alternatives studied in detail in the EIS in Subsection 2.3. The proposal was designed to minimize conflicts with potentially sensitive areas while providing the training resources necessary to meet military readiness requirements. Specific narrowing criteria for the selection of military training airspace (see Subsection 2.3.3 in Volume I) were used to evaluate other locations, and no alternative training areas were identified that could be substituted for the airspace configuration proposed in the alternatives studied in the EIS.

The primary user of the airspace included in the Colorado Airspace Initiative is the 140 WG based at Buckley Air National Guard Base in Aurora, Colorado. Because of limited resources and aeronautical constraints, virtually all of our nation's fighter units train in airspace that is within a "tank of gas" of the aircrews' base.

Response to Comment No. 3

Training for potential military conflict in time of peace is a reality recognized by the Congress and the President. As military forces are cut back, the quality of training for existing forces must be maintained and improved to ensure our nation has an effective military. As the active duty military force is reduced in size, the ANG role and the role of the 140 WG in the total force structure is increasing. Over the past several years, the DOD has conducted studies to evaluate mission readiness and cost effectiveness of its total force. In comparison to DOD regular components, the ANG has relatively low operating costs and provides a cost effective investment.

RESPONSES TO COMMENTS

Response to Comment No. 1

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

Response to Comment No. 2

The role of tourism in the local economy, and its impact from the alternatives associated with the CAI, have been studied in the EIS as a part of the evaluation of socioeconomic impacts. There are a number of factors, other than aircraft operations, that may affect tourism and the use of recreational areas, including weather, the proximity of other attractions in the area, and the economy. While it is possible that a tourist visiting an area may find an aircraft overflight to be annoying, no significant change to the tourist industry would be expected considering the fact that the majority of the CAI airspace has existed for many years and the relevant influences from military aircraft operations are not changing in the study area. The contribution of tourism earnings to total industry earnings was presented in the EIS for each airspace. In all instances, these values were very consistent with overall state levels of tourism earnings as compared to industry earnings.

Response to Comment No. 3

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Nancy R. Thornton
P.O. Box 877
Westcliffe, CO 81252
(719)783-3061

May 16, 1996

Custer County Action Association
P.O. Box 552
Westcliffe, CO 81252

Dear Members:

I would like to give my support to your organization in your opposition to the Colorado Air Space Initiative.

As a resident of Custer County for over approximately 15 years, I am concerned for the preservation of the beauty and the tranquility of this valley. The proposed intense military aircraft operations that the Colorado Air National Guard would like to conduct at such low altitudes are an immediate threat to many different aspects of life for the Wet Mountain Valley residents and visitors.

We live in an area that is economically dependent upon the influx of tourists. The main draw for these tourists is the quiet and peaceful nature of our valley. Should the CANG be permitted to fly their very powerful and numerous aircraft in our area, our economy will suffer immensely. Not only will our economy suffer, but the quality of life for the residents will be greatly diminished.

Why would our government want to pollute by air such a beautiful and pristine environment when there are other options available to them that will not so adversely affect the citizens and taxpayers who are supporting this very same government? Is there any accountability?

Sincerely,

Nancy R. Thornton

Nancy R. Thornton

/nrt

May 10, 1996

MAY 16 1996

Air National Guard Readiness Center
Program Manager
CAI EIS, ANGR/CEVP
3500 Fetchet Ave.
Andrews Air Force Base, MD 20762-5157

To Whom It May Concern:

I would like to enter this letter in the record of responses to the Draft Environmental Impact Statement for the Colorado Airspace Initiative. My name is Darrell Arnold. My address is P.O. Box 126, La Veta, Colorado, 81055. My telephone number is 719-742-5250. I have a bachelor of science degree in Wildlife Biology from Colorado State University. I am owner, publisher, and editor of a quarterly publication titled COWBOY MAGAZINE.

The Draft Environmental Impact Statement completely disregards the heart-felt and persistent opposition that Southern Colorado residents have to the proposed La Veta MOA and its associated MTRs. Despite many public meetings and despite numerous telephone calls and written objections to the proposal, the Air National Guard has dismissed this opposition out of hand and declared that these military operations will have "no significant impact."

Such a conclusion is a lie. There will be serious impact--so much impact that the activity of the aircraft will destroy the tranquility of Southern Colorado and absolutely ruin the lifestyles of the people who live here. If we Southern Colorado residents wanted to be oppressed by high levels of jet noise, we would all move to the Denver suburbs and live next to Buckley Air Base.

One of the primary reasons most of us live in the remote rural areas of Southern Colorado is because it is quiet and peaceful here. We listen to and enjoy the sounds of nature rather than the offensive sounds created by urban mankind. The level of intrusion these jet noises will create will be so high that few of us will want to live here anymore. Further, the many people who are fleeing urban areas to relocate in Southern Colorado and enjoy the peaceful life will find they have thrown away their lives' savings on homes in an area that is no longer desirable.

These MTRs and MOAs will completely ruin the aesthetic quality of life in Southern Colorado and will help to destroy the economy of the region by driving existing residents out and by preventing potential residents and businesses from wanting to locate here.

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

Another economic consideration is the tourist industry. Every year, hundreds of thousands of people visit Southern Colorado in an effort to find rest and relaxation in our tranquil mountain environment. And those tourists pour millions of dollars into our economy. If the pleasures of communing with nature are destroyed by the obnoxious noise of low-flying jets, those tourists will find somewhere else to go. A major industry in Southern Colorado will be eliminated.

The Colorado Air National Guard has been unfair and dishonest in its conduct of the public comment process. One example is the registering of complaints on their hotline number, 1-800-582-8507. If I call that number and say, "There are F 16s flying over my home and they have been here for an hour and I strongly object to the noise they are making and the disruption they are causing my life," that phone call will not be registered as a complaint because I did not use either the word "complain" or "complaint." That is unethical and dishonest.

Secondly, the public is, by law, supposed to have 60 days to respond to the Draft Environmental Impact Statement. I have, in my possession, a sealed box containing a copy of the Draft EIS. It was mailed to Jeannie McCabe, of La Veta, Colorado. According to the postmark on this box, it was mailed out, book rate, on the 3rd of May. It arrived in Ms. McCabe's mailbox on the 10th of May. The public comment period is over on June 5th. I want the stenographer to record that this would allow only 27 days for an evaluation and comment on this Draft EIS. Not 60 days, not 45 days, not even 30 days, but 27 days of this woman's already busy life to find the time to examine this document and make knowledgeable comments. This is clearly illegal and probably, in itself, grounds for filing a lawsuit.

Thirdly, I object very strongly to the fact that the Colorado Air National Guard is spending your money and mine, in the form of our tax dollars, to make and present these ridiculous displays, displays that are at the very least misleading and probably more accurately out-and-out lies. There is no way that the Colorado Air National Guard is benefiting the natural environment in any manner whatsoever.

Further, the Air National Guard has used our tax dollars to provide their own employees with fat jobs that allow them to come down here, on our money, and present their silly side-show. And while they are sitting here, fat and happy, on our tax dollars, I am having to spend my own money to travel two hours to this meeting and pay for overnight lodging. I have also had to take time away from earning my own living to look at the Draft EIS and write my own comments about it.

Not one of these ANG people has had to spend a dime of his or her own money to be here or to work on this project. We are paying their salaries and picking up all their tabs. They should be working for us and not against us.

On top of all of that, they have wasted millions of our tax dollars on preparing this laughably inadequate Draft EIS. For example, ever since the 1960s, when the environmental movement really got started, there have been numerous studies showing the negative effects that stress has on the lives of people, livestock, and wildlife. They have shown that high levels of noise are a major source of stress. They have shown that stress can cause the health of people and animals to deteriorate, it can severely impact the natural reproduction of wildlife and the milk and meat production of cattle, and it can cause death in some species, such as Bighorn Sheep, which are found in abundance in the wilderness areas that will be affected by this jet traffic.

Many of these studies have been conducted in Colorado, by public and private institutions and by many of our colleges and universities, including Colorado State University at Fort Collins and the University of Colorado at Boulder. Yet, the Draft EIS makes no mention of these studies nor of the negative effects that high levels of noise can cause. I can get this information with a few telephone calls. You would think that the Air National Guard, with millions of our tax dollars to spend, could obtain the same information.

Fourthly, I object to the way these meetings have been conducted by the Air National Guard. These are supposed to be public-comment meetings and not ANG propaganda meetings. At the meeting at Alamosa, Colo., on the 14th of May, a document was handed out that informed people they would be allowed 10 minutes to speak, but before comments actually began, they were told to keep their comments to five minutes or less. That is clearly not enough time for anyone to adequately respond. Besides that, at Alamosa, the actual comment period was not from 5 o'clock to 10 o'clock as was advertised in the newspapers, but was only from 7 o'clock to 9 o'clock. The rest of the time was supposed to be used to look at the ANG displays. This is unfair and probably illegal.

Finally, I feel that the Colorado Air National Guard has cheated this entire process every step of the way. They don't register complaint telephone calls unless you word them exactly right; they fill the Draft EIS with mountains of useless information, obviously inserted to confuse those who are trying to evaluate it; they leave out necessary documentation such as proof that there is "no significant impact" on people, livestock, and wildlife in the affected area; they don't allow enough time for people to study the Draft EIS and write an evaluation; they conduct these meetings in such a manner that they get more time to bury us in their obfuscation than we have to repudiate their false information; they often leave the room during these meetings so that our comments are heard only by ourselves and not by the ANG people who

should be listening; they don't allow enough time for everyone to be heard fully; and they don't record your comments as being official unless your name, address, and telephone number are on the documents you present.

Further, they have conducted public meetings on days and at times when it is difficult for the average working person to attend them, and they have often refused to conduct meetings in locations which are directly affected by their proposed actions.

Not only is the Draft EIS for the Colorado Airspace Initiative inaccurate, inadequate, and incomplete, but the entire public comment process, as conducted by the Colorado Air National Guard, is at the very least unfair, and is more than likely entirely illegal.

Judging from the Guard's past record of actions, or should I say inactions, I urge everyone who is commenting here, tonight, to provide a copy of your comments to the Custer County Action Association, to your senators and congressmen, and directly to the Federal Aviation Administration, which will ultimately make the decision about these military operations. If you trust the Colorado Air National Guard to pass on your comments to the proper authorities, they quite possibly won't ever get there.

14 May 1996

P.1

MAY 16 1996

Re: Ahlquist, Dale--Response to the DEIS of the CAI
ANG Executive Summary of the DEIS for the CAI by the ANG
ANG The DEIS for the CAI

ANG Colorado Air National Guard
DEIS Draft Environmental Impact as required by NEPA
CAI Colorado Airspace Initiative (the project desired by the ANG)
EIS Final Environmental Impact Statement
NEPA National Environmental Protection Act, the law that requires
the DEIS & EIS process

How to obtain or get information about these documents, write:

Dale Ahlquist	Custer Co. Action Assn.
National Airspace Coalition	POB 552
POB 394	Westcliffe, CO 81252
Chanhassen, MN 55317	(719)783-2061
(612)949-3301	Bob Senderhauf

00

Statement: I am Dr. Larry Harris, Environmental Geologist. I am a graduate of the University of Colorado in Boulder (BA, 1967) and the Johns Hopkins University in Baltimore, MD (Ph.D, 1972). I have lived in La Veta for over 16 years. I chose to live here because there is a special quality of life resulting from our exceptional natural environment.

If the ANG has its way, the quality of life in this region as well as the financial investment that we've all made here will be seriously affected. For example, here is how the CAI will affect the La Veta area.

The Guard states in their DEIS (ANG Summary p.15 Table S-2) that there will be at least 1100 flights per year in the La Veta Area. This means there will be a minimum average of two hours of flights per day at a sound level of 100 dB or more (pain threshold--130 dB) and that is if the planes are flying at an altitude of 2000 feet. In reality, these flights will be much lower in elevation, sometimes as low as 300 feet where the noise heard will be even louder (Ahlquist p.4)

Can you imagine 4 hours of flights per day at 100 dB or more where you live? That's what is stated in the Mandatory Criteria of the USAF Airspace Master Plan (see p. 7, ANG Executive Summary)

There are going to be even more flights for us, than I've already indicated, because 5 WTR's converge in the La Veta MOA. These extended periods of flights at high noise levels will be detrimental to the psychological and physical environments of both people and animals, will depreciate the value of our land, will adversely affect tourism and ranching, two of the most important resources in our region. Also affected will be the \$2 billion economy that the native wildlife provides in our National Forest and in our Wilderness Areas. (This is comparable to the income generated by the State's Skiing Industry. It doesn't make sense to fly jets in areas that would affect the skiing industry, similarly, it makes no sense to fly them where it will affect the economy derived from the State's indigenous wildlife.

The process that has brought us all together here is required by NEPA, the National Environmental Protection Act, a law that requires that the public be properly and legally informed about a project such as the CAI, that we will have access to the documents and sufficient time to respond to the DEIS. In addition, all comments and concerns generated by the public must be published, considered, and addressed by the ANG. The ANG and the company that it has hired has failed

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

to Comply with the Law. If the NEPA procedure is flawed as this one clearly is, the process will be legally challenged and the EIS process must be started all over again. p2

For example, although I requested the DEIS in writing on two separate occasions, I did not receive the document until May 10 '96, four days ago! That is not sufficient time to review and respond to the 600 page DEIS, and I have spoken with others who have not received or received late their copies of the DEIS either. (If this happened to you, put it in your statement and let your local Coalition know). This is just the "tip of the iceberg". In reviewing the summaries of the DEIS (one by Ahlquist of the Coalition, the other by the ANG)), it is clear that the Public's Concerns & Objections, including my own, have been virtually totally dismissed by the Guard without the proper consideration, as required by the NEPA. The GUARD IS IN VIOLATION OF THE NEPA PROCESS. Here are some more examples. Page #'s from Ahlquist.

1. The ANG has callously dismissed objections raised by numerous residents who testified during the scoping process and who also submitted written testimony. I properly requested the Guard to respond to the effect of fuel losses and other toxic wastes from planes, as well as the effects of crashes on groundwater quality. No response is given. (p.12)
2. Section 4.5 DEIS--After a cursory list of factors supposedly considered, each airspace component is listed by a paragraph along with the phrase "potential impacts would be negligible". No specific reasons are given that would validate a conclusion. This is typical of the entire DEIS! Conclusions are repeated in nearly all places where supporting data should be. When data is given it routinely outdated, incomplete, and improperly applied. The data does not justify the conclusions of the ANG. In this fashion, the Guard has concluded that there is no significant impact to our environment regarding aircraft noise, and negligible impact to cultural, socioeconomic, visual and aesthetic resources. (p.13)
3. Sleep Interference. (G 12). The Guard's Conclusion on sleep (p.18) interference is based on a Day-Night noise average. Specific noise events cause sleep arousal, not an increase in the average noise level.
4. The Guard dismisses the impact of crashes in the Regions affected by the CAI and places the burden on local services (p.20). They have "generously" offered to instruct local officials as to what-to-do, upon request. Case in point: the Wisconsin Crash in the summer of '95, the site still had not been cleaned up after several months (Source: WI Dept. of Natural Resources). (p.20)
5. The Guard says there will be no significant impact of crashes, even though the Guard acknowledges the migratory patterns of geese and ducks in the MOA's. Two recent crashes in Alaska and Tennessee involved a collision with geese and a hot-dog pilot. Accidents are inevitable, and it should be noted that crashes start fires. (p.20)
6. Low altitude flights can start fires with just a spark. Low-flying jets started at least 3 fires in 1993 & '94 in the Buenos Aires National Wildlife Refuge in New Mexico. Based on a survey of Refuge Managers, military overflights are the number one threat to animals in wildlife refuges. (p.20)
7. Although considerable evidence has been submitted that demonstrates the affect of overflights on domestic animals (i.e. horses, goats, cattle), the Guard states "no significant impact" (p.23). Riders are bucked off horses, a horse kicked itself to death. When U.S. troops were deployed in Bosnia and within 48 hours from the time that US C-130's began transports, milk production dropped about 20% in the state-owned

dairy located one mile from the Tuzla Airport. In Wisconsin, C-130's p.3
panicked goats and cattle, causing them to overrun fences, killing
some, injuring others, and causing miscarriages. The ANG routinely pays
damages to farmers whose animals are injured, killed, or experience
miscarriages resulting from overflights. No significant impact? Hardly!
FARMERS BEWARE!

8. Socioeconomic Resources. Once again the Guard states that there
is negligible impact, even though two papers were properly submitted
to the ANG as evidence, one by Eric Nickell, another by Prof. Wm. Weida
of Colorado College. Both identify a serious detrimental economic im-
pact to the affected Regions. Noise has been shown to decrease property
value by 1% per decibel increase. Increase noise levels by 30 dB's and
the property value will drop by 30% (note that dB increases are often
much greater than 30 dB) (Source: FAA, 1985 Aviation Noise Effects)(p.28)

9. In contrast to the insensitivity of the ANG with regards to Socio-
Economic Resources in this region, is the Navy's EIS in Nevada, which
presents clear, concise findings that support a Preferred Alternative
that would greatly restrict the Navy's low-altitude training over
public lands. (p.30). I quote from their EIS:

"Residents of the area prefer small towns or isolated ranches and
homes rather than metropolitan areas. Amenities they find beneficial
include the natural quiet of rural areas, lack of human intrusion
and free access to remote public lands. Recreational pursuits are
usually centered on outdoor activities including camping, hiking,
fishing, off-road vehicle travel, hunting and hiking....Military
combat training overflights are currently an intrusion on the back-
country, communities, homes and ranches. These overflights disturb
the peace and quiet of the area that are so important to its
residents and visitors." Source: Central Nevada Communication Sites
Proposed Plan Amendment and Env. Assessment, March 1996 p.14)

The ANG would do alot better to follow their lead.

10. Preferred Alternatives. Not enough consideration was given other
alternatives, even though other less-populated regions were rejected.
Note that Airburst and La Veta MOA's were kept even though they failed
to meet the minimum size requirements to satisfy their own criteria in
the USAF Airspace Master Plan (p.3 ANG Summary). The Use of Simulators
saves money, and eliminates flights that would affect our Areas. Why
not consider Pinon Canyon which is already owned mostly by the Army.
It doesn't have the extensive economic resources such as tourism and
wilderness recreation that is found in the La Veta and Airburst MOA's.
It is a better alternative for a new range area and would eliminate
impacts from the La Veta and Airburst MOA's.

11. Then there is the matter that the ANG will allow out-of-state and
even foreign flights over our regions--one-third of all flights will be
in this category.

What can you do about this? Write your concerns to the ANG. They
can be presented at this meeting (Alamosa-May 14) or they can be mailed
directly to the ANG to the addresses provided on page 4 of this document.
Also send your statement to the other individuals whose addresses are
given in this document.

SUMMARY: The land Regions affected by the flight plans of the CAI
remain among the last pristine rural areas in the U.S. ANY FLIGHTS OVER
THESE AREAS WILL BE DETRIMENTAL TO THE WELL-BEING OF PEOPLE, ANIMALS,
AND THEIR BUSINESSES. We need laws that govern military flights over
Wilderness and Civilian Areas that protect the rights of animals and
citizens. Sincerely, Dr. Lawrence F. Harris, Geologist

1
continued



Aerial shot shows Lockheed Martin's facility in Westminster, Colorado.

Critics call for lifting of U.S. veil of secrecy

By IAN OLSEN and KEVIN PETRIE
Business Journal Staff Reporters

AMERICA'S MILITARY may have shifted from brass to brass, but critics of the Pentagon's secrecy must follow the new mission.

Fueled by reports that the National Reconnaissance Office has squandered away more than \$2 billion of "lost money" into a rusty day-and-night mission, the Department of Defense's continued reluctance to illuminate billions more, critics are calling for a major reform. Some critics charge that the government has failed to grasp the information revolution.

The U.S. armed forces, shrinking to the point of pain for commanders, must spy on potential threats and wield superior intelligence to dominate the battlefields of the 21st century. But critics find the sprawling intelligence system bloated and redundant.

Bill Sulzmann, director of the Colorado Springs-based Citizens for Peace and Space, says as an ardent critic of the thick cloak of secrecy maintained by the government's intelligence arm, his group has urged several proposals at Buckley Air National Guard Base and Peterson Air Force Base calling for increased openness.

"I'm not sure whether any of the early warning systems should be so secret," he said. Sulzmann argues that the government's top secret, or "black," operations fail to be accountable to the American people.

"Often secrecy is used to mask misbehavior — not just waste, but violations of the law," he said.

He cites examples of abuse that range from the \$123 million Space Defense Initiative, or SDI, national testbed building at Falcon Air Force Base to the remodeling of Cheyenne Mountain, which includes several contracts worth more than \$100 million each.

The SDI building sat vacant until it was remodeled to house the new TENCAP program that works to put satellite technology in the hands of soldiers, and many consider Cheyenne Mountain a white elephant that's outdated and likely wouldn't survive a modern nuclear attack.

"It's become a kind of a tourist trap," he said.

John Pitz, an intelligence expert with the Federation of American Scientists in Washington, D.C., has made a career of

investigating the overindulgence of the intelligence community.

He uses an extensive World Wide Web page, tireless networking and frequent comments in the media as tools for lifting the veil of secrecy and publicizing excessive spending.

"I think we've basically got too much of a good thing," he said.

Pitz explains the flood of communications and imagery information, gathered every day by the vast network of U.S. spy satellites, is often of minimal use.

"From my perspective, the real problem is that an awful lot of the intelligence that we do need is not the type of intelligence that we are going to get from a satellite," he said.

The government is locked in a mid-20th century mind set about information, while a futuristic commercial sector runs circles around it, other critics say.

"We need a fundamentally different model," said Bruce Berkowitz, former CIA analyst who has authored several books on surveillance.

The intelligence community used to be the "information technology leader," Berkowitz said, and he is not convinced current measures to centralize will recover that earlier status.

In fact, in the computing world the centralized mainframe structure has been thrown out the door, Berkowitz proposes.

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Defense contractors keep lid on buildings

Security cameras, motion detectors watch for possible intruders

By PAULA MADORE
Business Journal Staff Editor

IN THE DEFENSE industry, the building of the future has been around for a decade, and it's expensive.

While developers of standard office buildings scratched their heads over whether to install granite or marble floors, or to go up or out, builders of these high-tech structures plugged in computer networks, fiber optics and satellite downlinks.

"They've been on the leading edge," said Phil Goodert, a principal at Denver-based RNL Facilities Corp., an architectural firm that handles high-security projects for the military and the private sector.

While such edifices cost more to build than most — \$130 to \$150 a square foot compared to the \$100 a foot most metropolitan-area build-to-suit projects run — they have longer lives.

"The level of construction quality is higher because the owners are looking for these buildings to last 50 to 70 years," said Peter Enlist, an RNL project manager who has worked on several high-security buildings.

The exterior of these generally low-slung, strictly functional structures resembles that of other commercial buildings. They stand from one to a couple of stories tall and feature boxy, concrete construction.

The fact that some secured buildings lack windows may jump out at a passerby, but otherwise they are the picture of normality. However, the fewer the windows,



The Hughes Aircraft Co. building at the Aurora CenterTech shows out-plying eyes. The building lacks any windows. The fewer the windows, the more secure the building.

do more secure the building. Unobscured by locally computer software giant TRW Data Technology Division's facility at the Aurora CenterTech office park offers a bit of whimsy — a basketball hoop in the parking lot.

It's the inside of the buildings, though, that ring with high-tech bells and whistles. At Aurora CenterTech, for example, defense contractors such as TRW, Hughes Aircraft Co. and Lockheed Martin Corp. are up to the task.

While shielding use is tapering off because of the reduced threat from the Russians, it's still employed in new construction, according to Enlist.

Security cameras and motion detectors. Doors come with motion detectors. Visitors and employees must sport identification badges.

The Daniels College of Business

how you do business. The Daniels College of Business at the University of Denver is included in all of my personnel searches. It's rare to see so many highly qualified candidates from a single school."

—Jim Anderson
Vice President-Treasurer, US West

Informational Meeting Schedule

- Master of Business Administration: April 10 or 24
- Master of International Management: April 9 or 23
- Master of Accounting: April 9 or 23
- Master of Science in Finance: April 9 or 23
- Master of Real Estate and Construction Management: April 9 or 23
- Master of Science in Management with a concentration in Engineering, Education, or Sport: April 10 or 24
- Master of Science in Resort and Tourism Management: April 10
- Executive Master of Business Administration: April 10 or 24

All meetings are 6-7 p.m., second floor, Driscoll University Center, 2068 E. Evans Ave.

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(719)520-0055(Colorado Springs)

State Representative Louis Enz
1016 N. Eleven Mile Lane
Hooper CO 81136

State Senator Gigi Dennis
247 E. Idaho Springs Dr.
Pueblo West, CO 81007
(719) 547-9130

U.S. Representative Pat Schroeder
2208 Rayburn Office Building
Washington, D.C. 20515
(202)225-4431/(303)866-1210

FAA- Paul Gallant ATM-420
800 Independence Ave.
Washington D.C. 20591
(202)267-9361

State Representative Robert Pastore
536 Swede Lane
Monte Vista CO 81144

Bruce Babbitt
Secretary of the Interior
1800 C Street N.W.
Washington D.C. 20240

Michael C. Washelesky
Acting Chief Environmental Bureau-
NGBRC/DE
Andrews Air Force Base, MD 20601
(301)981-8160

Brigadier General Mason Whitney
Commander, 140th Fighter Wing
Colorado Air National Guard
Buckley ANG Base, Stop 17
Aurora CO 80011-9599
(303) 340-9555

Congressman David Skaggs
1124 Longworth Bldg.
Washington D.C. 20515-0602
(202)225-2161

Congressman Wayne Allard
422 Cannon Bldg.
Washington D.C. 205015

President Bill Clinton
Vice President Al Gore
The White House
1600 Pennsylvania Ave.
Washington D.C. 20500
(202)456-1111

Congressman Dan Schaefer
2448 Rayburn Bldg.
Washington D.C. 20515-0606
(202)225-7882

MAY 16 1996

Dear Robert Senderhauf,

14 May 1996

The following is the letter I sent to all individuals that were listed on the letter dated 9 May 1996. I wish I could be present during the upcoming meetings concerning our property, however my Air Force commitment comes first. Please keep me advised on how I can help in the future. The letter reads as followed:

I am writing in response to a letter I received on 13 May referencing the Draft Environmental Impact Statement. I am a active duty Air Force member married, also to a active duty member. We will both retire in two years and bought property in Westcliffe, Colorado. We had hopes of living the rest of our lives in an area that was untouched by humans, where animals and nature were abundant. I now own 3 acres of land that I won't live on, OR be able to sell. This has upset me beyond control. I wanted to retire in the mountains, enjoy the peace and quiet, learn about wildlife and enjoy the outdoors.

If I wanted to continue to look at and hear aircraft coming over my home, I'd stay in Clovis New Mexico and get a government job on the flightline. I am outraged at what is happening in the Westcliffe area. We home owners have the right to live in peace and won't let this happen. I am voicing my discontent with the Airburst MOA, La Veta MOA, and all MTRs leading to the Airburst Range. Another solution needs to be found. What would you like me to do with a worthless piece of property? Do you intend to buy my land from me at the price I paid for it? I am a member of the home owners association in Westcliffe and request reconsideration be made on the airspace over Westcliffe. You have not justified using the space and a alternative must be found. I request a written response to my letter from your office.


Donna M. Boos, MSgt, USAF

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

5/15/96

DIPLOMATE
AMERICAN BOARD OF
PSYCHIATRY AND NEUROLOGY

LAWRENCE E. CORMIER, M.D.
GENERAL AND GERIATRIC PSYCHIATRY
EXPERT MEDICATION THERAPY

May 9, 1996

Program Manager, CAI EIS
ANGRS/CEVP
3500 Fetchet Ave
Andrews AFB, MD 20762-5157

RE: COLORADO AIRSPACE INITIATIVE/
DRAFT ENVIRONMENTAL IMPACT STATEMENT

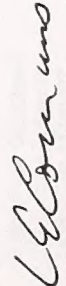
Dear Program Manager,

I am writing you to express my objections to the CAI DEIS as it applies to the San Luis and Wet Mountain valleys. Frankly, the use of the Day-Night Averaging standard for these special, quiet areas is a farce. Any reasonable citizen and voter can see that this method of noise analysis is unsuited to the situation at hand. Using it is a self-serving effort to force the low-altitude flight training upon the public. The Region of Impact includes two National Wilderness Areas, two National Forests, immediately borders the Great Sand Dunes National Monument, and is home to thousands of peace-loving ranchers and rural citizens.

I lived in rural Pueblo county several years ago, and frequented the peaceful San Luis and Wet Mountain valleys and their surrounding mountains. Low-altitude flights in certain areas of the south central Colorado will clearly have an adverse impact upon vacationers, local residents, wildlife and the general quality of life in the region. I am specifically requesting your help in eliminating Airburst MOA, LaVeta MOA, VR-413, and all MTRs leading to Airburst Range.

Thank you very much for your consideration.

Sincerely,


Lawrence E. Cormier, M.D.

CC: CO Airspace Alliance c/o Custer County Action Assoc
CO Governor Roy Romer

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

May 14, 1996

Program Manager, CAI EIS
ANGRC/CEVP
3500 Fetched Avenue
Andrews AFB, Md 20762-5157

Dear Sir,

How can you compare the sound of jet engine roar with the rustle of the wind in the tall grass, and trees. Our world is too full of engine sounds, and not enough places to hear what it's like without them.

With our population ever expanding, and building, why not fiercely protect our shrinking quiet spaces where people come to refresh themselves, and others are living because they treasure that environment.

The Colorado Airspace Initiative is a misplaced priority of territory in the sky. Who would think that the counties affected would have to fight noise pollution so far from the source, and when the sky is so high, the planes must practice so close to the ground.

I have fear because a small number of people are asking to stop these invasive maneuvers, but I hope that our voices will be powerful enough to be heard with the value of what we say. We must try to protect these special places for everyone.

Respectfully,
Carole Kowalski
Carole Kowalski
18210 Pinon Park Rd.
Peyton, Co. 80831

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

P. O. Box 1429
Silver Cliff, CO 81249
May 13, 1996

Program Manager, CAI EIS
ANGRC/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

MAY 16 1996

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

Dear Sirs:

In speaking or thinking of the Wet Mountain Valley two words come to mind: PEACE and QUIET. These are words echoed over and over when asking new-comers why they moved here; in Letters-to-the-Editor in the WET MOUNTAIN TRIBUNE from out-of-state property owners yearning for the day when they will move here; and in the minds of those of us lucky enough to be here already.

This sense of tranquility was not always the case. There were several years - about 1987-1990 I would guess - when low-flying military jets were literally screeching over our roof-top. We were hiking on the Rainbow Trail, at the base of the Sangres, with a couple of friends and their Golden Retriever dog when a military jet skimmed the tree-tops with a deafening roar. We hit the ground in terror and it took us half an hour to locate the dog.

Is it any co-incidence that from about 1991-1995 when a peaceful silence has engulfed this area that there has also been an unprecedented building boom here? Custer County is supposed to be the tenth fastest growing county in the Country.

Can't you leave this pristine area in peace?

Sincerely,

Stuart H. Peckham

Stuart H. Peckham

Charles H. Peckham
POB 1429
Silver Cliff, CO
81249

May 14, 1996

Program Manager CAJ EIS
ANGRC/CEVP
3500 Fetcher Ave.
Andrews AFB, MD
20762-5157

SUBJECT:-
Colorado Airspace Initiative-Draft Environmental Impact Statement

Dear Sirs:

We started spending summers in the Wet Mountain Valley eight years ago, and moved here full time last year.

The reason we moved here was to get away from city problems; traffic, overcrowding, crime, and NOISE. When I woke up this morning the loudest sound I could hear was a meadowlark in a tree near the house.

It has not always been this way. When we first started coming back here, there were low level military flights over our house and out in the valley. We were hiking in the mountains when a jet came over very close to the ground, and scared us, and friends with us, so much that we all hit the ground. The dog that was with us was terrified, and we spent the rest of the afternoon finding him.

These flights have not been around the last five years, and many retired people like us have moved here to enjoy the country tranquility.

We DO NOT WANT these MOA and MTR flights again. The draft EIS which averages noise over 24 hours and compares our noise level to some downtown, big city location is a bad joke. Here where we go from almost total silence to a jet scream, it makes the noise even more noticeable.

I am not a military protestor. I served three years in the Army, including time in Korea, in the middle 1950s. I feel that the Air National Guard is an important part of our national defence. But I also feel that there are several MOA locations near enough to use instead of here. We are a rural area, but growing faster than almost anywhere else in the country.

As tax paying citizens, I feel that our opinions count, and that our voices should be heard and given due consideration.

Sincerely,

CC:-Senator Hank Brown
Senator Ben Campbell
Congressman Scott McInnis

Ch Peckham
Charles H. Peckham

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

MAY-15-1996 09:29

ADVANCED NUTR. SCI.

P.01

Received 3/5/96

May 14, 1996

Program Manager, CAJEIS
ANGRC/CEVP
3500 Fetter Ave
Andrews AFB, MD 20762-5157

To whom it may concern.

This letter is response to the issue of the Air National Guard increasing the airspace over the Sangre de Cristo Mountain valley and surrounding areas.

I understand the need for a strong military, I am a veteran of both the Army and the Air Force I know the inherent dangers of low flight, and general military maneuvers. Proposing a flight territory of over a populated area is not only dangerous to those individuals living there, but I believe it will have a significant impact on the wildlife and vegetation in the area. Not only will the noise have an impact on the people, but the increase air pollution is something we don't need either.

I personally own 40 acres in this area and decided to purchase this property specifically due to the solitude and beauty the area provides. I consider the possibility that the military's decision to expand their flight territory personally repulsive and totally irresponsible on their part to do so. Being a Veteran I know that the military only does what is in the best interests of "the military". they will lie about every aspect of what they are proposing to get what they want. What they are proposing is a complete and utter disregard for the individuals who have spent their hard earned money to purchase property and build houses with the idea of possibly retiring in the Sangre de Cristo valley.

In closing, I will do everything in my power to spread the word to all my voting friends, my 800 patients and as many media personnel as will listen. There are other territories that can be exploited for this purpose that would not create such a danger to the environment and those living in it. I suggest the military look elsewhere to play their war games. There is no way the military can guarantee the safety of those living in this area.

Sincerely,

Dr. James Lembeck
Dr. James Lembeck

cc: Custer County Action Association Congressman Scott McInnis Governor Roy Romer
Senator Ben Nighthorse Campbell Senator Hank Brown

TOTAL P.01

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

P. 01
Revised 2/1

May 14, 1996

Program Manager, CAI EIS
ANGRC/CEVP
3500 Fetcher Ave
Andrews AFB, MD 20762-5157

To whom it may concern,

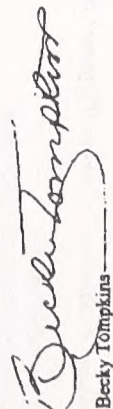
This letter is response to the issue of the military increasing the airspace over the Sangre de Cristo Mountain valley and surrounding areas.

I personally own 40 acres in this area and decided to purchase this property specifically due to the solitude and beauty the area provides. I consider the possibility that the military's decision to expand their flight territory a personal affront and totally irresponsible on their part to do so. This is a blatant disregard for the individuals who have spent their hard earned money to purchase property and build houses with the idea of possibly retiring in the Sangre de Cristo valley.

We understand the need for a strong military but proposing a flight territory of over a populated area is not only dangerous to those individuals living there, but I believe it will have a significant impact on the wildlife and vegetation in the area. Not only will the noise have an impact on the people, but the increase air pollution is something we don't need either.

In closing, I will do everything in my power to spread the word to all my voting friends and as many media personnel as will listen. There are other territories that can be exploited for this purpose that would not create such a danger to the environment and those living in it. I suggest the military look elsewhere to play their war games. There is no way the military can guarantee the safety of those living in this area.

Sincerely,


Becky Tompkins

cc: Custer County Action Association
Governor Roy Romer
Senator Hank Brown
Congressman Scott McInnis
Senator Ben Nighthorse Campbell

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

William H. Hudson 4400 Westpoint Road - Colorado Springs, Colorado 80906

May 14, 1996

Program Manager, CAI EIS
ANGRC/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

Subject: Colorado Airspace Initiative

Dear Sir:

I am a home owner in the Wet Mountain Valley, Custer County. We have waited to have the results of the DEIS concerning the objective effect on the valley of the proposed MOA and MTR only to find that it is at best amateurish or at worse incompetent. It certainly is not objective.

In my 8th grade statistics class, my teacher gave the example of a man whose head was in a 500 degree oven and his feet in a bucket of liquid air. "Statistically" he was quite comfortable because the average temperature was 85 degrees. The teacher used this as an example of the misuse of statistics because the man never experiences the "average temperature". Here we are 50 years later and the U.S. Air Force is using statistics that any 8th grader knows is false when measuring the effects of jet noise. The report is replete with other examples of false application of statistics.

There are two possible explanations for this: 1) The Air Force doesn't know the statistics are meaningless or 2) The Air Force thinks that we are so stupid that we will swallow anything that looks official. I am tempted to think it is the latter.

Since the beginning more than two years ago, the Air Force attitude has been one of total arrogance, deception and guile. This ridiculous EIS is just another example.

The conclusion that there is "no impact" is so obviously wrong that it would be laughable if not so serious. That the residents who have lived under the MOA for all these years should rise up en masse and say "no more" is undeniable proof that there has been an impact. For the EIS to say no "impact" is again an arrogance to imply that these people are hallucinating. The overflights have decreased enormously since the polemic began. I am convinced this is on purpose with the forlorn hope the people will forget the "impact".

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

I hereby request that the DEIS be rejected as invalid and that the Airburst MOA, La Veta MOA and all MTRs leading to the Airburst Range be eliminated in the absence of proof of no adverse environmental impact and lack of good faith on the part of the Air Force in dealing with citizens of the United States.

On a personal note, I am deeply disappointed in the behavior of the Air Force in this matter. The high-handed, arrogant attitude is not typical of the several retired four stars that I have personally known or know. It is not good news for the Air Force and the defense forces in general. Is it any wonder that fringe groups are beginning to resist what they perceive as an increasingly intrusive and threatening government? To use the language of Total Quality Management so prevalent in the private sector —LET'S NOT FORGET WHO THE CUSTOMER IS !!

Sincerely,



Copies to:

Governor Roy Romer
Senator Hank Brown
Senator Ben Nighthorse Campbell
Congressman Scott McGinnis
Robert Sinderhauf

COPY

May 13, 1996

Response to Draft EIS for the Colorado Airspace Initiative.

Because of the limited time and resources our department has available, we've incorporated the Director of the National Airspace Coalition, Dale Ahlquist's response, into some of our concerns.

It took three professional firms and a government agency four years to produce the DEIS. How can you expect a group of volunteer, non-professional part-timers to be able to respond to it in 60 days.

The background for the reason of the Colorado Airspace Initiative (CAI) is ambiguous at best and unfortunately thoughtless and destructive to rural Colorado at worst. Reasons for CAI bounce from "The new Denver Airport" to "F-16 modernization" while at the same time WG-140 already admits to "maintaining its readiness" seems to indicate that once the airspace is gotten from this initiative, a justification will evolve. What you are actually doing is mere speculation of the airspace.

These are some basic questions which trouble us

What is the purpose of "Airburst C" and why is it so important to this airspace plan? Where is that explained in the DEIS?

Why the increased number of sorties in Airburst and in the MTRs leading into Airburst if there is only a 10% loss of the sorties in Kit Carson, a loss which is more than compensated for by the addition of Two Buttes MOA?

Can Colorado (or any state) afford the luxury of having its Air National Guard units design their own airspace because they do not find it convenient to deploy?

What other units will have access to this airspace once this plan is initiated?

It is environmentally and economically and ethically responsible to underlying residents to keep adding military airspace to the national airspace system to accommodate local Air National Guard Units?

What are the costs, the real costs, and all the costs of flying an F-16 per hour? Per year? What would be the cost of purchasing an F-16 flight simulator for Buckley AFB and how soon would the purchase be paid off by the savings reducing actual air time? This is not a suggestion of replacing all flight training with simulators but greatly reducing the overflights.

Low Altitude Training (SAFETY)

Air-to-Surface attacks in the Gulf War were from medium to high altitudes. New technology renders most low-level tactics outdated and unnecessarily risky, why the need for low altitude training?

In the DEIS Draft appendices there is a graph showing 1987-89 Air Force Bird Strikes Worldwide by Altitude, and since the majority take place in the first 2000 ft. above the surface, why not minimize impact to birds, and further enhance the safety of the pilot by lifting altitude restrictions from 500 ft to 2000 ft. since the San Luis Valley is a wildlife corridor for many species of migrating birds?

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

What's more, the DEIS has not even attempted to seriously explore the question of whether Military flyovers are even compatible with Wilderness areas. Has the DEIS truly considered the value of *natural quiet* as a scarce national resource?

Section 3-5 of the DEIS states "Initial response to an aircraft accident is the responsibility of the civilian authorities nearest the crash site, who provide emergency services such as fire, police and medical assistance."

The DEIS states, "The National Guard Bureau NGB would provide training on aircraft accident response requirements to any emergency response agency in the area...upon request."

Does the NGB have any information on present capability of volunteer emergency crews? Has the NGB asked local volunteer emergency crews whether they want to deal with a potential military crash impact in their area? What about clean-up following the crash?

The potential fires caused by jet crash has not been fully evaluated. The scenario of quote "dry and windy climatic conditions at certain times of the year could aid to the rapid spread of fire" does appear a number of times in the DEIS followed by "In addition, there are no small surrounding communities that have even a limited response capability," followed by "The National Guard Bureau will provide training..." etc. "...upon request" as stated above.

So the premise is that there just isn't enough potential jet crashing to worry about so we'll just repeat the same paragraph over and over for each fire hazard scenario we come up with and leave it to the local emergency departments to deal with it. Thanks for all the thought you've given to the volunteer emergency crews in these MOA/MTR areas.

For all your military preparedness you seem to lack some of the basic fundamentals of an educated and prepared emergency response team who are at best an hour away from a crash scene. The core of your plan is a volunteer emergency crew that doesn't have the expertise to deal with this worse case scenario which continues to occur throughout the country if you watch the news on a regular basis. You are putting an enormous responsibility on emergency people who may not even be aware that this DEIS on the CAI exists.

Finally, the Wet Mountain Valley and the San Luis Valley have no socioeconomic/financial benefit from this initiative. You want the airspace, you want the emergency protection if it should arise and we get to deal with the consequences in all its forms, because of your desire for more airspace.

So we find ourselves in the precarious situation of having to defend ourselves from our own defense department. This is unfortunate for all of us.

Thank you for your time, *Mr. K. L. Lonsky Fire*
The Baca Grande Volunteer Fire Dept.

P.O. Box 127
Crestone, CO 81131

5/17/96
#5.00
Dana H. N.

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

May 14, 1996

Program Manager, CAI EIS
ANGRC/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

Re: Draft Environmental Impact Statement (DEIS)
Regarding The Colorado Airspace Initiative

Dear Sir:

We understand that, as property owners in the areas to be affected by the Air National Guard Military Operations Areas (MOAs) and Military Training Routes (MTRs), have until June 5, 1996 to respond to the DEIS.

We have owned property in the Westcliffe area for 15 years. We truly appreciate the quiet, pristine beauty of Westcliffe with the wildlife we enjoy so much. The Air National Guard Military Operations and Military Training Routes would DESTROY our beautiful area.

As for the Draft Environmental Impact Statement, how can the noise level of a jet fly over be averaged over a 24 hour period? And, how can DEIS assume that a noise level of 65 decibels not be annoying? We are not talking about one or two fly overs a month, we are talking up to 17,000 fly overs - day and night, a year.

The area of concern is not a community located next to a commercial airport, this is natural, quiet areas not destroyed by noise pollution, to say nothing of the adverse effect on wildlife, the constant risk of crashes (which we hear about every day), forest fires, loss of property values, destruction of the economy, quality of life, and environmental effects. If we had wanted to live next to an international airport, we would have bought there, not in the area we did.

The Air National Guard is a valuable branch of the military - PLEASE don't let it ruin this beautiful, natural area like so much in this world that has already been destroyed by man and progress - for whatever reasons. Once it is destroyed - its too late. Stop it NOW.

Sincerely,

Arthur Dennis

Arthur Dennis
Audrey Dennis
Sadie Dennis
720 Airline
Pueblo, Co. 81005

cc: Governor Roy Romer
136 State Capital Bldg.
Denver, Co. 80203-1792

Senator Hank Brown
716 Hart Senate Office Bldg.
Washington, DC 20510

Congressman Scot McInnis
512 Cannon Office Bldg.
Washington, DC 20515-0603

Senator Ben Nighthorse Campbell
3880 Russell Senate Office Bldg.
Washington, DC 20510

Custer County Action Association
P.O. Box 552
Westcliffe, Co 81252

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

Response to Comment No. 3

Studies conducted on wildlife have shown that numerous wildlife species have the ability to adapt to the presence of man and various man-made sound sources, including jet aircraft noise. While the noise generated from low-altitude military overflights may be initially startling, habituation to jet aircraft noise occurs with most wildlife species. Species-specific responses to low-altitude overflights vary considerably, and responses from individual animals may have the potential to cause injury. However, wildlife populations are usually affected only when a variety of factors work in combination to impact them, including declines or fluctuations in the availability of a food source, habitat destruction or alteration, predation, hunting, trapping, poaching, disease, or inclement weather, rather than noise alone. Normally, it would be unrealistic to predict or attribute any wildlife population declines to a single stressor, such as noise. In addition, no published scientific evidence was identified that indicated harm may occur to wildlife as a result of exposure to the levels of noise generated by military aircraft that would utilize the airspace associated with the Colorado Airspace Initiative.

Rec'd 3/15/94

5-14-94

Custer County Action Assoc.

P.O. Box 552

Westcliffe, Co 81252-9902

Re: Colorado Air Space Init.:

DEIS

To whom it may concern:

I have chosen Westcliffe, after an extensive search of Colorado, to move my family. I chose this area for many reasons.

Foremost, the quality of life to be enjoyed. The pristine beauty of the Sangre de Cristos, the abundance of wildlife and the amount of public land. There is a quite solitude to this valley that makes it very appealing.

RESPONSES TO COMMENTS

Response to Comment No. 4

The fire potential associated with aircraft overflights is generated from the potential for an aircraft crash or the use of flares in training. The EIS evaluated the potential for an aircraft crash resulting from the proposal. This evaluation determined that the likelihood of an aircraft crash would be very low. Therefore, the potential for a fire resulting from an aircraft crash would also be very low. In fact, military accidents have declined in the past decade, as described in the February 1996 report of the General Accounting Office, an organization under the U.S. Congress.

Authorized users of the airspace have proposed the continued use of flares in their training. However, the flares would not be released below 2,000 feet AGL. Once a flare is released, it ignites immediately. The burn time for a flare is approximately 4.0 to 4.5 seconds. In those 4.0 to 4.5 seconds, the flare falls approximately 500 feet. This leaves a safety margin of approximately 1,500 feet to allow for a flare that burns for more than 4.5 seconds to extinguish itself. The 140 WG has no knowledge of any fires being caused by flares released during current training missions by any aircraft utilizing Colorado Airspace Initiative airspace.

Response to Comment No. 5

Pilots must train for combat readiness; however, the Federal Aviation Administration and the USAF have strict rules to ensure pilots operate their aircraft in a safe manner. The rules govern minimum altitudes, maximum speeds, and type maneuvers that can be performed inside and outside designated training airspace. Any misconduct by a military pilot is a serious matter and commanders have the authority to suspend pilots who willfully violate flight rules or operate in an unsafe manner.

I'm appalled by the proposed training flights of the DEIS. The repercussions are unimaginable. The noise levels, 24 hours a day, will be that of an international airport. This would be intolerable. The loss of wildlife could change the ecological balance of the valley. With this many flights surely there will be plane crashes. The Sangre de Cristos, the wet mountains could suffer massive forest fires. And what about the loss of life if a plane crashes in a populated area? Over time, there will be a build-up of pollution, that green cloud that sits at the base of the mountain. Who knows

what devastating effects
of this action will transpire.

The direct result of

this action could kill

this valley in the very

heart break it rapidly.

With so much public

land, why does DEIS

have a right to the

air space when the public

is surely against it?

I do not understand

why this massive amount

of training is necessary

when this country is not

at war. At what point

in time will the people

of this country have

to protect itself against

its own government?

Please reconsider your

actions. The land values

will suffer, tourism will

RESPONSES TO COMMENTS

Response to Comment No. 6

The EIS evaluated aircraft air pollution resulting from each of the alternatives studied in the EIS using scientifically validated emissions modeling tools designed to predict ground-level pollutant concentrations. The total air pollution emissions from the 140 WG would be reduced under the Preferred Alternative and the Original Proposal as compared to existing conditions, because the total number of flying hours would be reduced from 5005 to 4600 hours. The cumulative air pollution concentrations, as determined through computer modeling for each of the airspace segments, could increase or decrease depending upon a variety of factors. These factors include the type of aircraft using the airspace, their altitude, frequency, power setting and meteorological conditions rather than a strict proportional relationship to the number of sorties flown. Nonetheless, under the worst case scenario modeled for each airspace segment under each of the alternatives, no air pollution concentrations resulting from aircraft operations would cause any local area to be out of compliance with Federal or state standards or make any significant impact on air quality in any area. Also, when comparing these air pollution concentrations with Federal and state limits for the Prevention of Significant Deterioration (PSD) in air quality, all levels were far below minimums.

Response to Comment No. 7

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 8

Whenever possible, the ANG tries to accomplish its training while flying over military or government-owned land. The Colorado ANG currently flies and trains over land belonging to the U.S. Army at Fort Carson and uses the Buckley Air National Guard Base. Military airspace also exists over lands owned by other Federal agencies, including lands administered by the Bureau of Land Management and the U.S. Forest Service. Completely eliminating flights over privately-owned lands and other selected areas, such as parks, however, would be impractical. Routes to link various training areas together are an essential part of the training airspace configuration and may be located over non-federally owned lands.

RESPONSES TO COMMENTS

Response to Comment No. 9

Training for potential military conflict in time of peace is a reality recognized by the Congress and the President. As military forces are cut back, the quality of training for existing forces must be maintained and improved to ensure our nation has an effective military. As the active duty military force is reduced in size, the ANG role and the role of the 140 WG in the total force structure is increasing. Over the past several years, the DOD has conducted studies to evaluate mission readiness and cost effectiveness of its total force. In comparison to DOD regular components, the ANG has relatively low operating costs and provides a cost effective investment.

Response to Comment No. 10

In order to address concerns regarding possible devaluation of real estate, the EIS evaluated historical data for property values. This analysis compares counties within the study area for the CAI, including those areas with currently utilized military airspace, to counties outside the study area. The results indicate that all counties experienced increases in property values. Further, in terms of median property values, counties within the study area for the CAI increased 99.71 percent compared to counties outside the study area, which increased 57.74 percent. Whereas a report published by the Federal Aviation Administration concludes "that noise has been shown to decrease the value of property by only a small amount--approximately 1 percent decrease per decibel (DNL)," this analysis applies to airport/airfield environments and not land areas underlying military training airspace. Therefore, although it is not possible to absolutely conclude that counties experiencing military aircraft overflights incur any greater change in real estate values than counties not experiencing similar overflight activity, it is not likely that real estate values would drop as a result of the CAI.

RESPONSES TO COMMENTS

Response to Comment No. 11

The role of tourism in the local economy, and its impact from the alternatives associated with the CAI, have been studied in the EIS as a part of the evaluation of socioeconomic impacts. There are a number of factors, other than aircraft operations, that may affect tourism and the use of recreational areas, including weather, the proximity of other attractions in the area, and the economy. While it is possible that a tourist visiting an area may find an aircraft overflight to be annoying, no significant change to the tourist industry would be expected considering the fact that the majority of the CAI airspace has existed for many years and the relevant influences from military aircraft operations are not changing in the study area. The contribution of tourism earnings to total industry earnings was presented in the EIS for each airspace. In all instances, these values were very consistent with overall state levels of tourism earnings as compared to industry earnings.

buffer, we will all suffer.
No good can come of
this action.

Sincerely,
Roma Preston
295 S. Reynolds #21
Canon City, Co 81212
719-269-8039.

May 13, 1996

Program Manager, CAI EIS
ANGRC/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

Sir:

We most seriously object to MOAs in our area.

We live in Cuerno Verde Pines. A lovely QUIET area at 8,500 elevation. We have sights of deer, antelope, bobcat, mountain lion and bear near our home frequently. We co-exist. We respect each other's privacy and space.

You must not destroy our lives! We want all to remain as is. You must not increase the noise level from 30 to 110 decibels. Do not have MTRs over our home or in our valley.

NO. NO. GO AWAY MOA.

Robert Fricke

Robert W. & Eileen M. Fricke
342 Wykagyl
Westcliffe, CO 81252

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

Received 5/14/96

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

5/13/96

Program Manager, CAI EIS
ANGRC/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RE: Draft Environmental Impact Statement

Dear Program Manager:

I feel none of the alternatives in the DEIS are acceptable. Sufficient justification for the CAI or the action alternatives has not been convincingly demonstrated in the DEIS.

I see no need for any training flights, particularly low altitude flights, over or within 30 miles of a state or national forest, park or wilderness area. Peace and quiet and environmental integrity are the objectives of creating these areas which I hold most dear, and such flights violate those objectives. When two government functions are at cross-purposes, our country's money is wasted, and an alternative must be found.

In my opinion, our country has more than enough military land over which to conduct training without disturbing other areas. If the CAI is denied, perhaps the USAF Airspace Master Plan can be revised to restrict training flights, particularly low altitude ones, to military bases.

Gwen E. Hoffnagle
58591 Martinez Dr.
Moffat, CO 81143

719 256-4145

CC: Custer County Action Association
P.O. Box 552
Westcliffe, CO 81252

Thank you for
being

May 9, 1996

To the citizens of Southern Colorado, Wake Up!

The sky may be falling and you will be the first to hear it. As a citizen and property owner in Huerfano County, Colorado, I must protest the blatant Air Force attitude that they own the sky. The Air Force attitude is typical of all government entities. They have forgotten who their boss is. The citizens of the United States have the power to control government, or this is not America.

I have observed KC135, C130, B1's, C5 and other very large, fast and noisy military aircraft maneuvering in the late evening. Many other unidentifiable aircraft have been seen flying large circles after dark over Huerfano County. The noise level is loud and continuous. I have seen 5 aircraft at once. These were not commercial airliners.

This area of Colorado is not deserted. It has many communities with people living in them. The military does not observe speed, altitude, or noise requirements of civil aviation. It is obvious that military flight operations have no regard for people they "work for." The continued belligerent attitude of the military by not listening to the citizens will bring change. The public will not and should not tolerate noise abuse inflicted by the government.

There are solutions:

- (1) The military should use flight simulators for training pilots. For more than 20 years airlines have used flight simulators to train pilots because it is cheaper and safer than actual aircraft flights. Once again, the military has shown a lack of concern about cost or safety. All one needs to do to prove this is to review the appalling crash rate of military and government aircraft. Flight simulators would reduce the costs in fuel, aircraft, and property, eliminate exposure, and save the lives of citizens and pilots.
- (2) Eliminate all night time flights in this area and all low altitude high speed flights. The Federal Aviation Administration (FAA) Regulations restrict all flights under 10,000 ft. of altitude to 250 kts. Military aircraft should be required to comply with this ruling.
- (3) Reduce flight operations. Reducing the total number of flight operations will reduce the total noise exposure and increase public safety.
- (4) The ultimate solution would be to totally eliminate flight operations in this area.

The military should listen to the citizenry. Speak up Southern Colorado!

Otto L. Smith
3402 S. Dallas Court
Denver, CO 80231
(303) 755-2287

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

Dear Mr. Gomez,

The word we have received from an ANG spokesman is the hearing for the SLV was set in Alamosa upon the recommendation of Congressman McInnis' office. The SCOPING hearing in August 1993 held at the Moffat School attracted over 300 people with plenty of room for the crowd. Since spring 1994, the Working Committee and CASA have repeatedly emphasized a DEIS meeting should be scheduled in Moffat. Moffat lies within the Region of Impact for the CAI. The DEIS states that Alamosa does not lie within the ROI. We sent petitions requesting a meeting in Moffat in March 96 after rumors the meeting would be in Alamosa. We request that Rep. McInnis assist those citizens directly affected by CAI to schedule a DEIS hearing in Moffat.

I trust that you have read the DEIS and realize it is a boiler-plate FONSI. This is a flagrant misuse of taxpayers' money by a company that did not even have to go through a normal bidding process. The document is biased and does not cite specific scientific references to support no-impact conclusions. Phrasing in many instances is taken directly from other generic documents dating back to the 1970s. Research studies cited in the DEIS were initiated immediately after passage of NEPA when there was little data about or comprehension of environmental impacts. Relagating the Citizens Working Committee's proposal to the Appendix and referring to this viable Alternative as nothing more than recommendations from an "ad hoc" committee manipulates the entire EISP by removing the only Alternative that balances the needs of COANG, the concerns of state and federal agencies, and civilians' rights. Pat Richmond

RESPONSES TO COMMENTS

Response to Comment No. 1

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

Response to Comment No. 2

The research completed to support the preparation of the CAI EIS follows the use of various accepted scientific methodologies used to analyze pertinent potential impacts. These analyses have been prepared by qualified scientists and engineers who perform these services for a variety of customers, including the ANG.

Response to Comment No. 3

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2

Training for potential military conflict in time of peace is a reality recognized by the Congress and the President. As military forces are cut back, the quality of training for existing forces must be maintained and improved to ensure our nation has an effective military. As the active duty military force is reduced in size, the ANG role and the role of the 140 WG in the total force structure is increasing. Over the past several years, the DOD has conducted studies to evaluate mission readiness and cost effectiveness of its total force. In comparison to DOD regular components, the ANG has relatively low operating costs and provides a cost effective investment.

Response to Comment No. 3

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

Response to Comment No. 4

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 5

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RECEIVED JUNE 14

MAY 12th, 1996

Custer County Action Assn.

P.O. Box 552

Witchliff, Co. 81252-9902

Re. Colo Airspace Init.; DEIS

Dear Sirs,

I have read with much discouragement the article that was sent to me dated May 9, 1996.

There is more at stake here than our quality of life. The basic truth here is that, as a nation, we are not at war. Why is it then necessary to conduct such military maneuvers? So much so that the quality of the lives of the people who live there are

not only disrupted, but ultimately destroyed by such maneuvers.

The effects of war is destruction. But as a nation, ~~we are not~~ at war. By our way of life is to be destroyed, then can we say war is present. As the enemy, the one who destroys a way of life, our own government. A government that is so out of control it no longer protects but destroys.

As people unite to protect themselves against such actions are these the seeds of a rebellion? Each time the noise of one of these proposed flights occur, will the people be reminded that they no longer have a voice in their lives? in their government?

RESPONSES TO COMMENTS

As a people we must return
to the ethics that made
our country great. A government
of the people, by the people for
the people.

My heart is saddened you
I do not believe it will be
so. As I am moving to Pite
Circle soon, I too, shall be
among those that suffer. I
only hope & pray that enough
people with courage shall
remain to rebuild and restore
this peaceful way of life

Sincerely
Margaret L. Swase
1386 York Rd.
Cala Springs, Co. 80918

Response to Comment No. 6

Comment noted (see Section 6 in Volume I concerning incorporation of public
comments).

To: Air National Guard Readiness Center
Program Manager CAI EIS
3500 Fetchet Avenue
Andrews A.F.B., MD. 20762-5157

From: David Waddington
11764 Nob Way
Golden, Colo. 40403

Subj: Draft Environmental Impact Statement
for the Colorado Airspace Initiative
March 1966

Date: 8 May 1996

1. My home, where I own property and visit periodically is in the Wet Mountain Valley about 9 miles northwest of Westcliffe at an elevation of 8900 feet in the foot of the Sangre De Christo Mountains.

2. First, let me congratulate you on the elimination of VR-412 which would have run through the whole length of the Wet Mountain Valley.

3. I approve of the "approved Alternative" narrowing the route VR-413. Paragraph 2.3.1.7 indicates a maximum altitude of 3000 ft. AGL over the Sangre De Christo and Greenhorn Mountain Wilderness Areas. I object to this maximum altitude limit. The higher aircraft fly over a wilderness area the less disturbance there will be to the area, its inhabitants or its visitors. The last paragraph on page xi and the "mandatory requirements" of Paragraph 1.4.3 define a minimum altitude of 2000 ft AGL over wilderness as does Appendix L, but none state a maximum altitude. It is recommended that any maximum altitude over wilderness be eliminated.

4. Paragraph 1.4.1.1 indicates that "within a weapons delivery range, such as an Airburst Range, practice munitions can be dropped". This does not indicate where munitions can and can not be dropped. It is assumed that munitions can only be dropped in the Fort Carson Air-to-Surface Gunnery Range, but the EIS does not say so. Highways US 50, Colorado 115, 96 and roads to Victor and Cripple Creek all lie in the Airburst MOA. These roads and traffic on them must be protected from any practice munition drops. It is recommended that the areas where munitions drops to the ground are allowed and prohibited be carefully specified.

5. The "Original Proposal" for the La Veta MOA is better than the "preferred proposal" for protecting the residents of the Wet Mountain Valley. It is recommended that this Original Proposal be further modified by extending the western boundary of the North half all the way to the South boundary. This would eliminate flight proximity to the Great Sand Dunes National Monument, and would eliminate flying over the Southern Part of the Sangre De Christo Wilderness. This southern part contains at least seven mountains over 14000 feet in elevation and is the most used part of the range for mountain recreation. Most of these mountains require some technical climbing and the sudden passage of a high speed aircraft could well cause an accident. Also, in winter, the noise of nearby aircraft would be likely to trigger avalanches.

6. I do not consider the noise evaluation presented reflects the affect on people who may suddenly have a high speed aircraft fly over their heads at 500 feet AGL or even at 2000 ft AGL in a wilderness area. People do not hear a weighted average over twenty four hours. They hear

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

the plane for perhaps a second or two before it passes overhead and then for a few seconds afterwards. The sound levels shown in section I of the appendix in tables 4 through 16 are representative of the sound people will hear. At 500 ft AGL, all but one of the referenced flights are over 100 db and many are over 110 db. At elevations of 2000 ft AGL over a wilderness area, half of those listed exceed 100 db and nearly all are over 90 db.

The 50% sound levels reported in Appendix G for sites 4, 5, 10, 11, 12, and 13 are all between 38 and 40 db. I consider these measurements high for mountain or wilderness areas, but will accept them as available data. If we accept the statement in Appendix G that the human ear detects 10 db as doubling the sound level, this places the sound of a plane flying 500 feet overhead at between 64 and 128 times the background level. This would be most disturbing to say the least and would certainly destroy the serenity of the Wet Mountain Valley and The Sangre de Cristo or Green Mountain Wilderness areas.

Sincerely,

David Waddington
David Waddington

CC: Custer County Action Association
P.O. Box 552, Westcliffe
Colorado 81252

Alameda 7/15/

Carol J. Mayo
2845562 Selected Ld
Bartlett Rd. 60103
May 6, 1996

Harry Knudsen, Jr.
Planning Branch
Air Force Guard Env. Div.

Dear Sir:

As a property owner in Yards Creek, I am much opposed to the flights over the land. Simply put, the air force has enough open air space. To start flying over this area with its inhabitants, human and animal is just not necessary, and will be detrimental. Please consider other options. Funding peace in the valley is not an easy matter and keeping it is even harder now-a-days.

Thank you for your consideration.

Carol J. Mayo

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

RECEIVED 5/15/96

5/6/96

Dear Sir

I wish to voice my
opposition to the plans to
have low level flights over
Custer Co. & the entire valley.
The Natl. Guard has never
proven that these flights are
necessary or needed. plus the
air force has enough air space
that they already use in the
U.S. I bought property in
the Valley to line peacefully
with nature and the animals
not to be disturbed on a
regular basis. I sincerely
hope you can find another
alternatives. Thank you
Carl Forcass

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

6512 County Road 140
Westcliffe CO 81252
25 April 1996

Custer County Action Association
P.O. Box 552
Westcliffe Co 81252

Dear friends;

Since my job keeps me from going to the meeting on May 16 on the Draft Environmental Impact Statement regarding the Colorado Airspace Initiative and the Military Operations Areas proposed for our region, I want to put my opinion on record with you in writing.

I've studied both the 2-1/2" thick Draft Environmental Impact Statement (D.E.I.S.) on the Colorado Airspace Initiative and the 32-page blue-covered Executive Summary of it. Environmental protection is important, so it's good this study was made. One thing is clear from it. The expanded M.O.A. in this region is still entirely unacceptable because of the noise level. Under the highly touted Preferred Alternative, 2.2 "noise events" will happen every day, more than the 2.1 at present (see pp.20-21 of blue book). Instead of coming within 300 feet of the ground, the flights now can't come lower than 500 feet. This change is minor. The noise will still ruin the pleasant environment of Custer County--a fact which can't registered in D.E.I.S. statistics.

The Air National Guard sponsored the D.E.I.S. Therefore the statement does not deal with an important question: is all this training in low-level flying needed to protect our national interests? The answer is no. It's not needed; it is militarily obsolete because it won't work against up-to-date defense weapons. There is no excuse for wasting taxpayer dollars training pilots to do something they'll never do while also destroying our local ranching and tourist economy and the peace and quiet we enjoy as residents.

I hope that everyone in this community will speak out at the May 16 meeting to demand a radical cutback of the unnecessary Colorado Airspace Initiative. I'm sending copies of this letter to the Air National Guard in Washington, the Governor, the FAA, and our senators and representatives.

Very truly yours,

Jane Augustine
Jane Augustine

RESPONSES TO COMMENTS

Response to Comment No. 1

The CAI was initiated several years ago with an Original Proposal that did include some low-altitude flights in the areas identified. However, the ANG identified a new Preferred Alternative in the Draft EIS. This Preferred Alternative was the culmination of efforts by Governor Roy Romer, members of the Colorado Congressional delegation, a Citizens' Working Group, and the ANG to reach a viable alternative which addressed the concerns of the citizens of Colorado.

This Preferred Alternative does not include new or lower flights in the vicinity of the Wet Mountain Valley or the Sangre de Cristo eastern slope. In fact, La Veta MOA will remain as currently charted (minimum altitude 13,000 ft. MSL) but with fewer flights. A military training route, VR-412, which is currently charted through the Wet Mountain Valley, will be totally eliminated. Rather than increasing the training activities in the area, training would be reduced. Low-altitude flights in the Wet Mountain Valley, using either MOAs or MTRs, would be completely eliminated by this proposal.

Response to Comment No. 2

Low-altitude flights allow pilots to learn to avoid detection and to survive in combat. Low-altitude flying provides a significant operational procedure through which detection can be minimized. Training is essential to acquire the skill to use this procedure. Specific combat conditions that allowed high-altitude operations in the Gulf War may not exist in future conflicts. The need for this training is required by Air Force training regulations.

Response to Comment No. 3

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Hi there :-
 For all people who just want to live, work and enjoy life in coastal county and elsewhere. My family and I don't care for the military war games that are played over our beautiful quiet blue skys. It's so ~~quite~~ quiet here that you can actually hear the stillness. People move here because it's peaceful and quiet.
 Then what happens, here comes the war machine to make high level sounds and drop things: I have seen large planes C-130's I believe they are, drop a spray or mist on our area. I've seen helicopters hover at tree top and lower. One time a helicopter hovered just over our home and stayed there looking at me for 10 minutes, the side door was open and I could see men with their helmets on just looking at me like I was the enemy or something. I understand that the military did sound testing with planes to

RESPONSES TO COMMENTS

Response to Comment No. 1

There would be some changes in sortie numbers, noise levels, and airspace dimensions under the Original Proposal and the Preferred Alternative addressed in the EIS. However, overall flying hours of the 140 WG will be reduced from 5005 hours to 4600 hours. When compared to existing military aircraft training in the study area, these changes would not change the current levels of solitude and peace and quiet experienced by residents. As under current conditions, noise from military aircraft operations may periodically disturb citizens and affect their enjoyment of solitude; however, opportunities for abundant periods of total peace and quiet would continue as under present conditions.

Response to Comment No. 2

The noise models used account for all aircraft in the airspace. Valley walls and mountains can increase or decrease instantaneous noise levels. They do not increase the sound energy emitted from an aircraft, and therefore do not increase the cumulative noise exposure. Noise levels from proposed operations will be well below 130 dB.

measure the noise level. The military mind says lets do the testing over flat land. What about the real problem with valleys, canyons, mountains where sound does much more damage. I could go on and on but my vote is get out and stay out with military war games.

My address says canon city only because that is how the post office delivers our mail. We live, work and enjoy life in constrict county.

Thank you
Cliff & Linda
Boys.

P.S. here is \$5.00 for the cause. keep up the good fight.

5-3-96

DEAR RESIDENTS OF THE WET MTN VALLEY:

WHATEVER YOU DO, DO NOT LET MILITARY (OR CIVILIAN) AIRCRAFT DO LOW FLY OVERS IN THE VALLEY. WHY YOU ASK? WELL I'LL TELL YOU A STORY, SAD BUT TRUE.

IN 1978, MY HUSBAND JIM, SON BRIAN, & I MOVED TO A NEW HOUSE ABOUT 6 MILES EAST OF BRIGHTON CO. THE LAND WAS PREVIOUSLY USED FOR HAY & WHEAT FIELDS.

IT WAS LONELY OUT THERE ON THE PRAIRIE, BUT WE WERE COMPENSATED WITH THE SONG BIRDS, DEER, RABBITS, SKUNKS AND OTHER WINGED AND FURRED CRITTERS WHICH STOPPED BY THE BACK DOOR.

WE PUT CRESTED WHEAT IN INSTEAD OF REGULAR GRASS & PLANTED ABOUT 50-75 TREES AND BUSHES. ABOUT THE ONLY TIME WE HEARD A SIREN WAS ABOUT ONCE EVERY 3 YEARS. SLOWLY OVER THE YEARS MORE HOUSES WERE BUILT AND WE GOT NEIGHBORS BUT THAT WAS OK TOO SINCE THE SMALLEST PLOT IS 3 ACRES. SO WHILE THE NEIGHBORS WERE CLOSE ENOUGH TO BORROW AN EGG OR CUP OF SUGAR, THEY WERE STILL FAR ENOUGH AWAY THAT WE HAD LOTS OF PRIVACY.

THEN SOME RICH CREEP WANTED TO BE EVEN RICHER AND TALKED THOSE YAHOO'S IN DENVER TO DITCH STAPLETON AND BUILD DIA.

THERE WERE STUDIES, AND PROMISES, AND STUDIES AND MORE PROMISES. BUT IN THE END THE NOISE WHICH WAS SUPPOSED TO STOP AT A ROAD ABOUT A MILE FROM OUR HOUSE, DIDN'T.

I GUESS SOMEONE FORGOT TO BUILD THE NOISE "WALL". THE 300 HOUSEHOLDS IN OUR SUBDIVISION GOT TOGETHER AND TRIED OUR LEVEL BEST TO FIGHT THE ANNEXATION OF ADAMS CO LAND TO DENVER (BOO HISS) BUT NO MATTER HOW MUCH WORK WE DID OR HOW MUCH MONEY WE SPENT, WE COULDN'T FIGHT THE PLITICOS IN ADAMS & DENVER COUNTIES. SO THEY BEGAN BUILDING THAT HIDIOUS BLASPHEMY TO GOD. IT'S BEEN OPEN FOR A LITTLE OVER A YEAR AND I CAN'T BEGIN TO TELL YOU THE MENTAL PAIN AND ANGUISH THE NOISE FROM THOSE LOW FLYING JETS HAVE CAUSED. I GET UP AT 4:30 AM EACH DAY TO WALK

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

PAGE 2

AND THAT'S WHEN THE NOISE BEGINS. THEY COME OVER THE HOUSE EVERY 3 TO 5 MINUTES TIL ABOUT MIDNIGHT. WHILE THEY ARE FLYING OVER, ALL CONVERSATIONS STOP, CAN'T HEAR THE TV OR RADIO, CAN'T TALK ON THE PHONE. EACH DAY I STRAIGHTEN OUT THE PICTURES ON THE WALLS. I SAY IT'S DENVER'S AIRPORT, DENVER SHOULD HAVE THE NOISE--BUT THAT'S ANOTHER STORY.

NO MATTER WHAT STUDIES THEY DO - THEY CAN MAKE THE NUMBERS SAY WHATEVER THEY WANT - I DO THAT WITH A BOARD OF DIRECTORS REPORT I DO EACH MONTH AT WORK - ONCE THEY HAVE THE OK TO FLY, YOU WILL LOSE ALL CONTROL OVER YOUR LIFE.

IF YOU HAVE YOUR ENTIRE LIFE INVESTED IN YOUR HOUSE AND PROPERTY - YOU WILL LOSE IT. WE CAN'T SELL WITHOUT TELLING THE BUYER ABOUT THE AIRPORT NOISE (LIKE ANYONE WITH HALF A BRAIN COULDN'T FIGURE IT OUT). THE ONLY WAY OUT IS TO PAY SOMEONE TO BURN THE PUPPY DOWN, COLLECT THE INSURANCE AND GO TO MONTANA.

DON'T LET THEM FLY EVEN ONE ^{OVER} PLANE ~~OVER~~ THE VALLEY, BECAUSE IT WILL NEVER END, THE NOISE, THE DIRT, THE SMELL, ANIMALS ABORTING.

WE'RE NOW HIRING THESE FANCY PANTS LAWYERS FROM BACK EAST TO TRY TO FIGHT THE FAA LIKE THAT'S REALLY GOING TO WORK.

I SUGGESTED WE SAVE THE MONEY WE'RE SPENDING ON LAWYERS. POOL IT, BUY A BIG BIG GUN AND START BLOWING THOSE PUPPIES OUT OF THE SKY- HOWEVER, THE LAW AND GOVERNMENT AND EVEN OTHER PEOPLE FROWN ON THAT TYPE OF ACTION.

ANYWAY, UNLESS I CAN FIND SOME YAHOO FROM CALIFORNIA TO BUY MY HOUSE I'M STUCK HERE TIL I DIE, WITH THE NOISE FROM THOSE LOUSEY, LOW FLYING, FLEA CARRYING VARMANTS.

SO WHATEVER YOU DO, DON'T LET THEM FLY OVER YOUR VALLEY. THEY WILL PROMISE YOU THE MOON BUT GIVE YOU NOTHING BUT PROBLEMS. WITH EXCESSIVE NOISE COMES MORE STRESS, WITH MORE STRESS, MORE VIOLENCE & CRIME. I READ THE SHERIFF'S REPORT EACH WEEK AND BELIEVE ME YOU AIN'T SEEN NUTTIN YET!!!

1

continued

PAGE 3

BUT BEFORE SOME FINE CITIZEN WHO EITHER USED TO FLY OR TRAIN OR NOW DOES
FLY AND TRAIN REFUTES THE NOISE LEVEL, LET ME SAY PHIFFEL TO HIM OR HER.

I JUST BET IT'S NOT ALL THAT NOISEY UP THERE, BUT IT SURE AS HECK IS DOWN
HERE. ALSO MY HUSBAND & I FLY FIXED WING AND HOT AIR BALLOONS SO TRULY

I KNOW OF WHAT I SPEAK

PLEASE FORGIVE ALL THE TYPING AND SPELLING ERRORS. IN THE HOUR IT HAS

TAKEN TO WRITE THIS 32 JETS HAVE GONE OVER MY HOUSE.

LINDA T BURRIDGE
24050 E 156TH AVE
BRIGHTON CO 80601
1-303-659-0483 home
1-303-659-0551 work



12773 GRIZZLY DRIVE LITTLETON, CO 80127

303/979-1072 FAX 303/973-0366

Received 5/14/96

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

May 12, 1996

Program Manager, CAI EIS
ANGRC/CEVP
3500 Fetchet Ave
Andrews AFB, MD 20762-5157

Dear Sir or Madam:

I have just received information from the Colorado Environmental Coalition concerning low-altitude training in the San Luis & Wet Mountain Valleys. Apparently the DEIS concluded that there would be no significant impact on the surroundings because the 24-hour average noise level does not exceed an arbitrary level of 65 db. A military aircraft practicing low-level maneuvers can spike the noise level to 100 to 150 db, depending on conditions. Apparently the heart of the argument is that averaging this sonic explosion with the ambient background of 30 db will produce an acceptable db noise level that yields no impact.

I have been involved with other public hearings that attempt to justify a self-serving conclusion that had to be based on outlandish methods. These fell in the same category of averaging a pristine environment with an occasional industrial intrusion to produce the same noise level of down town Manhattan. Since so many people live in Manhattan, that noise level must be an OK standard. This type of professional prostitution by consultants will not stand. When faced by their peers in the form of other professionals or a lay person who has the slightest bit of perception and common sense, this testimony or body of "research" falls into such disrepute that often the entire project is scuttled.

We may not have the opportunity to sit face to face with the analysts who made such a conclusion. However, since this part of the DEIS was financed with public funds and there are no apparent security issues, I feel that I have the right to know more about this "research."



12773 GRIZZLY DRIVE LITTLETON, CO 80127

303/979-1072 FAX 303/973-0366

Page 2/2

Please provide me with the following answers.

1. What is the name of the firm who conducted this noise study?
 2. How was that firm or individual(s) selected?
 3. Who were the individuals who actually conducted the study?
 4. What are their qualifications to conduct such studies?
 5. What other government contracts has this firm or individual(s) been awarded?
 6. Was the government contract to conduct this study part of another project, or was this study particular to The San Luis & Wet Mountain Valleys?
- Please have this information to me by May 28, so I may meet the comment cut of date of June 5.

Yours truly,

Allan C. Gordon

cc: Colorado Airspace Alliance
c/o Custer County Action Association
P. O. Box 552
Westcliff, CO 81252

CUSTER COUNTY ACTION ASSOCIATION

P.O. BOX 552 WESTCLIFFE, COLORADO 81252-9902
PHONE / FAX: (719) 783-2061

May 16, 1996

Program Manager, CAI EIS
ANGRC/CEVP

3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RE: Colorado Airspace Initiative - Draft Environmental Impact Statement

Dear Program Manager:

As a part of the Public Meeting process for the above-referenced, I submit the following:

1. Federal Register, Vol. 61, No. 81, Thursday, April 25, 1996, Presidential Documents, Memorandum of April 22, 1996, Additional Transportation Planning to Address Impacts of Transportation on National Parks. Please include this document as well as any other expanded information, supplemental information or follow up information regarding this that you may have or receive in the future and include them in the final EIS
2. NPRM 96-4 - (Notice of Proposed Rule Making), please include this and any other follow up or supplemental information regarding this item in the final EIS
3. Letter to Harry Knudsen, Jr and General Mason Whitney, both dated April 11, 1996, requesting copies of the Reference and Appendix sections of the DEIS, a letter from Mason Whitney dated April 16, 1996, a letter from Janice L. Love, of the Colorado Air National Guard dated May 6, 1996, (which was faxed to us on May 9, 1996), a copy of the same letter with the date changed to May 9, 1996 and initialed by Ms. Love, please note that in this letter, Ms. Love is requesting \$7,055.00 for the information requested in my letter of April 11, 1996. Please include this correspondence in your final EIS. Do you feel it is appropriate that items listed in the DEIS are not available to private citizens unless they pay a fee of \$7,055.00?
4. Letter to Brigadier General Mason Whitney dated December 14, 1995, regarding complaints as well as a letter from Colonel Wayne L. Schultz of the Colorado Air National Guard dated April 1, 1996. Please include these items in the final EIS
5. The Denver Business Journal dated April 5-11, 1996, lead article plus associated interior articles. What type of effects will the increase in aircraft activity have on the final EIS because of the facts stated in these articles?

RESPONSES TO COMMENTS

Response to Comment No. 1

Materials used in the preparation of the EIS will continue to be available free of charge at the Canon City Public Library.

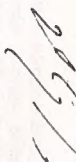
Response to Comment No. 2

All operations that will use the airspace associated with the Colorado Airspace Initiative are addressed in the EIS. Impacts from these activities are addressed.

My last comment is in the form of a formal request which is for a ninety day extension on the review comment deadline on the Draft Environmental Impact Statement of June 5, 1996. My request is that review comment deadline be extended to September 5, 1996, for this Draft Environmental Impact Statement.

Sincerely,

CUSTER COUNTY ACTION ASSN.



Robert M. Senderhauf, President

Attachments

RMS If

Presidential Documents

Federal Register

Vol. 61, No. 81

Thursday, April 25, 1996

Title 3—

The President

Memorandum of April 22, 1996

Additional Transportation Planning To Address Impacts of Transportation on National Parks

Memorandum for the Heads of Executive Departments and Agencies

Transportation in national parks—including ground transportation of visitors into the parks and airplane flights over the parks—has a significant impact on a visitor's experience of the park and on park management. The Secretary of Transportation has both valuable expertise and regulatory authority to address certain of these issues, and has been working on them with the Secretary of the Interior and others.

Aircraft flying at low altitudes over national parks can, if not properly managed, mar the natural beauty of the parks and create significant noise problems as well. (The intrusion of such aircraft can interfere with wildlife (including threatened and endangered species), cultural resources and ceremonies, and visitors' enjoyment of parks, including the ability to experience natural sounds without interruption from mechanical noise.) Several parks face overflight problems, including Grand Canyon National Park where substantial restoration of natural quiet is mandated by law, and several others identified by the National Park Service (NPS). It is important to the future of parks to address these problems quickly and in a fair and reasonable manner.

In addition, the National Park System contains thousands of miles of roads. All too often in peak visitor periods roads are so crowded with cars that the congestion and competition for space diminish the quality of the public's experience. Parks are not too full of people, but the roads and parking areas often are jammed. With modern technology and alternative transportation systems, the parks can continue to be accessible to all, and can be more enjoyable places to experience and learn about nature and history. Therefore, to the extent permitted by law, I hereby direct the Secretary of Transportation in consultation with the heads of relevant departments and agencies to continue the ongoing development of rules as set out below to address overflights of the National Parks:

1. For Grand Canyon National Park.

(a) Issue proposed regulations within 90 days to place appropriate limits on sightseeing aircraft over the Grand Canyon National Park to reduce the noise immediately and make further substantial progress toward restoration of natural quiet, as defined by the Secretary of the Interior, while maintaining aviation safety in accordance with the Overflights Act (Public Law 100-91). Action on this rulemaking to accomplish these purposes should be completed by the end of 1996; and

(b) should any final rulemaking determine that issuance of a further management plan is necessary to substantially restore natural quiet in the Grand Canyon National Park, complete within 5 years a plan that addresses how the Federal Aviation Administration and NPS will complete the "substantial restoration and maintenance of natural quiet," as defined by the Secretary of the Interior in accordance with the Overflights Act. Any such plan shall ensure that the restoration of natural quiet required by the Overflights Act shall be completed in the park not more than 12 years from the date of issuance of this directive as recommended in NPS's 1994 "Report on Effects of Aircraft Overflights on the National Park System."

2. For Rocky Mountain National Park, complete and issue, if appropriate, within 90 days, a notice of proposed rulemaking to address the potential adverse impact on the park and its visitors of overflights by sightseeing aircraft, keeping in mind the value of natural quiet and the natural experience in the park, as well as protection of public health and safety.

3. Issue by the end of 1996 a notice of proposed rulemaking for the management of sightseeing aircraft in those National Parks where it is deemed necessary to reduce or prevent the adverse effects of such aircraft. The regulation should, at a minimum, establish a framework for managing air traffic over those park units identified in the 1994 NPS study, as priorities for (1) resolution of airspace issues and (2) maintaining or restoring natural quiet.

4. Develop appropriate educational and other materials for the public at large and all aviation interests that describe the importance of natural quiet to park visitors and the need for cooperation from the aviation community. This guidance shall also recognize that, in some parks, air tours provide important access to approved areas in those parks, especially with regard to the disabled communities.

In addition, with respect to ground transportation in the parks, the Secretary of the Interior, in consultation with the Secretary of Transportation, is directed as follows:

To develop a plan for a comprehensive effort to improve public transportation in the national parks. This plan should include:

1. design of pilot programs for improved public transportation in the Grand Canyon, Zion, and Yosemite National Parks;

2. plans to work with relevant State, local, and tribal governments on this effort;

3. options to increase access to the parks by rebuilding infrastructure in the parks; and

4. recommendations to enhance resource protection and the quality of visitor experience through innovative transportation planning including, where possible and appropriate, the use of alternative fuel vehicles.

This memorandum shall be published in the Federal Register.

William Clinton

THE WHITE HOUSE,
Washington, April 22, 1996.

OPR Doc. 96-10366
FWD 4-24-96; 6:45 am
Billing code 3195-01-5

APPENDIX B

98 Parks Identified as Potentially Having Overflight Problems

Parks are listed with the management rank of 1, 2 or 3 (1 being assigned by management to parks in each region with the highest severity of aircraft overflight problems) or with an * indicating the park was identified in P.L. 100-91.

1. Agate Fossil Beds National Monument, 1
2. Anderson National Battlefield, 1
3. Apostle Islands National Lakeshore, 1
4. Assateague Island National Seashore, 1
5. Badlands National Park, 1
6. Bandelier National Monument, 1
7. Big Cypress National Preserve, 1
8. Big Bend National Park, 2
9. Biscayne National Park, 2
10. Black Canyon of the Gunnison National Monument, 2
11. Bryce Canyon National Park, 1
12. Cabrillo National Monument, 2
13. Canaveral National Seashore, 2
14. Canyon de Chelly National Monument, 1
15. Cape Lookout National Seashore, 1
16. Cape Cod National Seashore, 1
17. Cape Hatteras National Seashore, 2
18. Castillo de San Marcos National Monument, 2
19. Chaco Culture National Historical Park, 1
20. Channel Islands National Park, 2

APPENDIX B

21. Chattahoochee River National Recreation Area, 2
22. Chesapeake & Ohio Canal National Historical Park, 1
23. City of Rocks National Reserve, 2
24. Colonial National Historical Park, 2
25. Congaree Swamp National Monument, 2
26. Coulee Dam National Recreation Area, 2
27. Crater Lake National Park, 1
28. Craters of the Moon National Monument, 3
29. Cumberland Island National Seashore, *
30. Death Valley National Monument, 1
31. Devils Tower National Monument, 2
32. Dry Tortugas National Park, 1
33. Everglades National Park, 1
34. Fire Island National Seashore, 1
35. Fort Vancouver National Historic Site, 1
36. Fort Washington Park, 3
37. Fort Sumter National Monument, 2
38. Fort McHenry National Monument, 2
39. Fort Union National Monument, 2
40. Frederick Douglass National Historical Site, 3
41. Gateway National Recreation Area, 1
42. George Washington Memorial Parkway, 1
43. Gettysburg National Military Park, 1
44. Gila Cliff Dwellings National Monument, 2
45. Glacier National Park, *
46. Glen Canyon National Recreation Area, 1
47. Golden Gate National Recreation Area, 2
48. Grand Teton National Park, 1
49. Grand Canyon National Park, *
50. Great Smoky Mountains National Park, 1
51. Guadalupe Mountains National Park, 1
52. Gulf Islands National Seashore, 2
53. Hagerman Fossil Beds National Monument, 2
54. Haleakala National Park, *
55. Hawaii Volcanoes National Park, *
56. Isle Royale National Park, 1
57. John Day Fossil Beds National Monument, 2
58. Joshua Tree National Park, 1
59. Kalapuya National Historical Park, 2
60. Kennecott National Historical Park, *
61. Kings Canyon & Sequoia National Parks, 1
62. Lake Chelan National Recreation Area, 1
63. Lake Mead National Recreation Area, 2
64. Lassen Volcanic National Park, 2

65. Mammoth Cave National Park, 2
66. Manassas National Battlefield Park, 1
67. Mesa Verde National Park, 2
68. Minuteman National Historical Park, 1
69. Mount Rushmore National Memorial, *
70. Mount Rainier National Park, 1
71. National Capital Parks - Central, 1
72. Navajo National Monument, 1
73. North Cascades National Park, 1
74. Olympic National Park, 1
75. Organ Pipe Cactus National Monument, 2
76. Perry's Victory & International Peace Memorial, 1
77. Pipe Spring National Monument, 2
78. Prince William Forest Park, 1
79. Pukuhou o Moenau National Historical Park, 2
80. Puukohola Heiau National Historical Site, 2
81. Rainbow Bridge National Monument, 2
82. Redwood National Park, 2
83. Richmond National Battlefield Park, 2
84. Ross Lake National Recreation Area, 1
85. Saguaro National Monument, 1
86. Salinas Pueblo Missions National Monument, 2
87. San Antonio Missions National Historical Park, 2
88. Shenandoah National Park, 1
89. Sleeping Bear Dunes National Lakeshore, 2
90. Statue of Liberty National Monument, 1
91. Valley Forge National Historical Park, 1
92. Voyageurs National Park, 1
93. White Sands National Monument, 1
94. Wilson's Creek National Battlefield, 1
95. Wupatki National Monument, 2
96. Yosemite National Park, *
97. Zion National Park, 1
98. Virgin Islands National Park, 2

Remarks by Secretary Pena at Earth Day Park Dedication (4/22/96)

REMARKS BY SECRETARY FEDERICO PENA
EARTH DAY PARK DEDICATION
WASHINGTON, D.C.
APRIL 22, 1996

Like President Clinton, I love parks. Creating urban parks like this one have been an important part of my public life. As mayor of Denver, I worked hard to make the city greener in keeping with Denver's beautiful backdrop of the Rocky Mountains.

As Transportation Secretary, I've actively worked to make our communities more livable by enhancing our transportation networks with parks, such as this one over the Interstate-395 tunnel, more scenic highways through our national parks, and attractive subway stops. And President Clinton, with his new National Parks for Tomorrow initiative he announced just an hour ago, is working hard to restore and improve America's national parks. I'm proud of my role in this initiative.

What we'll be doing at the Transportation Department is preserving the natural quiet -- the "Sounds of Silence." -- In our Rocky Mountains out West by restricting noisy commercial airplane traffic over our national parks. Within the next 90 days -- and I hope sooner -- I'll be issuing rules to protect the quiet at Rocky Mountain and Grand Canyon National Parks. And later this year, I'll be proposing similar rules applying to all our cherished national parks.

Our objective: to preserve the natural beauty of these national treasures, so that all Americans can enjoy the pleasures of these parks for the rest of time.

So Secretary (Hazel) O'Leary -- I have to be honest with you -- I covet your park! As you look down here on Earth Day Park from your office, I hope you'll remember your friends around the corner at the Transportation Department and invite us over often.

This park is a wonderful example of two things. First, it shows what a federal and local partnership can accomplish. When the Energy Department called up and asked if we could help clean up what was an eyesore of a vacant lot between my department's FAA building and the Energy Department, we mobilized the Federal Highway Administration, which runs a special program designed to improve the scenic beauty along our streets and highways.

Well, they then teamed up with the General Services Administration and the District of Columbia's Public Works Department. And what started out as a clean up of an ugly vacant lot along one of the most important streets in Washington -- Independence Avenue -- has resulted in an attractive place for

people to stop to relax and take in the natural beauty of the city.

It's a friendly park ... as all of you can see ... where we can bring our children to rest and play after visiting the Air and Space Museum or the Hirshhorn Art Gallery up the street. I'm sure some of the children (from Baltimore) with us today will want to bring their parents back to Washington to visit this park they're helping us dedicate today.

What do you say, kids? Are you having fun? Do you want to come again?

Earth Day Park is also an example of our tireless partnership efforts with the District of Columbia, especially during the city's fiscal crisis. This spring and summer I'm happy to report will bring over \$100 million in highway projects, creating thousands of jobs and improving the city's transportation infrastructure, making "DC" a more livable community.

The second thing Earth Day Park shows is just how much government is doing to improve the quality of life in America by protecting the environment we live in. President Clinton has challenged all of us to leave our earth safe and clean for the future generations, for the children with us today.

Secretary O'Leary has just told us what she's been doing to conserve energy and cut pollution. She gave us a tour of an experimental school bus -- the "Enviro 2000" -- which is powered by natural gas and equipped with the latest in high-tech safety equipment. I'm always for people looking at ways to enhance safety using new technologies and to protect the environment.

But before I close, I think it only fair, that I have chance to brag a little about my department. Before I came over here, I took a tour of some three dozen display booths my agency has set up for Earth Day to show off all the environmental work we're doing. Well, we have alternative vehicles, too. Lots of them. Electric cars and trucks. A model of the new energy-efficient, 21st Century American Flyer, a high-speed train that will run from Union Station to New York and Boston.

Secretary O'Leary, I also want you to know we're doing our share of conserving your energy resources. Did you know we're using 21 percent less energy at Transportation Department facilities than just 10 years ago?

Finally, I just learned today that our highway people who helped build this park also are into recycling -- big time. Our pavement division tells me we recycle enough old asphalt every year to build 30,000 miles of two-lane roads. Earth Day Park will be a living reminder for generations to come that we cared

enough about our neighborhood environment to turn a vacant lot over a freeway into a place of natural beauty, here, in the heart of our nation's capital.

An electronic version of this document can be obtained via the World Wide Web at:
<http://www.dot.gov/affairs/index.htm>

Secretary Pena's Rocky Mountain Park Initiative
Included in President's Parks Policy (4/22/96)

FOR IMMEDIATE RELEASE DOT 78-96
Monday, April 22, 1996 Contact: Bill Adams
Tel.: (202) 366-5580

**SECRETARY PENA'S ROCKY MOUNTAIN
PARK INITIATIVE INCLUDED IN
PRESIDENT'S PARKS POLICY**

President Clinton has included as part of his new national parks policy Secretary of Transportation Federico Pena's initiative to restrict aircraft noise over Colorado's Rocky Mountain National Park, the Secretary announced today.

"Within the next 90 days -- and I hope sooner -- I'll be proposing action to protect the quiet at Rocky Mountain and Grand Canyon National Parks. Later this year, I'll be proposing similar rules applying to all our national parks," Secretary Pena said. "Our objective: to preserve the natural beauty of these cherished treasures, so that all Americans can enjoy the pleasures of these parks for the rest of time."

The Secretary noted that the department has been working with the Department of the Interior for the past two years to reduce the noise impact of aircraft flying over national parks. DOT, working with Interior, is developing a proposed rule to reduce the impact of noise from sightseeing overflights of the Grand Canyon. And in June 1995, the two departments reached a voluntary agreement with New York air tour operators under which aircraft will fly no closer than 500 feet from the Statue of Liberty and Ellis Island.

The President's Parks for Tomorrow initiative is a plan to address a broad range of issues to improve U.S. national parks.

An electronic version of this document can be obtained via the World Wide Web at:
<http://www.dot.gov/affairs/index.htm>

**THE WHITE HOUSE
Office of the Press Secretary**

For Immediate Release April 22, 1996

**BRIEFING BY THE VICE PRESIDENT
and
SECRETARY OF THE INTERIOR BRUCE BABBITT
EPA ADMINISTRATOR CAROL BROWNER
CEQ CHAIR KATIE MCGINTY**

The Briefing Room

3:08 P.M. EDT

VICE PRESIDENT GORE: I'm going to ask Secretary Babbitt and Administrator Browner and CEQ Chair McGinty to come up and join me.

I'll make a statement and then they will make statements and we'll respond to questions. But I'm going to have to leave, so at the conclusion of my statement and before Secretary Babbitt takes over the microphone to start the other statements, if you have a couple of questions that I can deal with before I leave here, I'll be happy to respond to them. But let me make my statement first.

Q Where are you going?

VICE PRESIDENT GORE: I'm going over to do some live satellite feed, Sarah. Do you want to come? (Laughter.) I liked that story on you, incidentally, that was really nice.

Q Well, thank you very much.

VICE PRESIDENT GORE: You're most welcome.

Today on Earth Day, President Clinton acted to protect an American treasure, our national parks. The National Parks for Tomorrow plan will preserve what is irreplaceable from those who are irresponsible; and it will ensure that for every generation that follows our national parks will be a source of recreation, a source of wonder and a source of national pride. This plan is another example of the Clinton administration's commitment to protecting the environment. Time after time, Bill Clinton has taken on the special interests and stood up for clean air, clean water and our public lands.

On the other side of the political fence the Gingrich/Dole Congress has attempted to tear down over 20 years of bipartisan progress. Where families see parks, the Gingrich/Dole Congress sees parking lots. Now, they will protect some parks, such as Yellowstone. But those are the exceptions, not the rule. They've spelled out 40 specific exceptions to their plan studying the selling off of national treasures.

In fact, incredibly, the party of Lincoln is now willing to part with Lincoln. Can you imagine Abe Lincoln's home in Illinois for sale, Mt. Rushmore in South Dakota for sale, even Abe Lincoln's log cabin in Kentucky for sale? These guys are unbelievable. But all of those consequences could flow from the plan they presented in the Congress, because under their bill these properties could be either closed or sold.

Now, if you listen to them this week, and especially on Earth Day, it may sound like they're singing a different tune.

They'll be announcing some pro-environment legislation, they'll be going to zoos, putting snakes around their necks, planting trees. And while I welcome the change, I also issue this warning: Don't be fooled by the same old song and dance. This is the most and-environment Congress in 220 years of American history. They invited the largest polluters in America to send their lobbyists into the Capitol Building where they gave them office space, held their chairs, gave them fountain pens, and invited them to rewrite our environmental laws.

They rewrote them, all right, providing large increases in the amount of pollution that can be dumped in our air and in our water. President Clinton was waiting with the veto pen. Well, Earth Day isn't just about symbolism. It's not just about planting trees. It's really about planting seeds of responsibility — the responsibility to protect the world that our children will inherit from us.

President Clinton has accepted that responsibility and has honored this long, bipartisan tradition: clean water and clean air, community right to know, cleaning up Superfund sites, streamlining the EPA and keeping environmental cops on the beat, and today brand new comprehensive steps to protect our parks.

Now, I'll be happy — if you have a couple of questions before I leave, and then I'm going to turn it over to my colleagues.

Q Mr. Vice President, most of the proposals on the parks that you have here require legislation from Congress. Given what you just said about people who run Congress, why would you think they would do any of these things?

VICE PRESIDENT GORE: Well, first of all, not all of them do require legislation, but for those that do require legislation, we believe that just as you have seen on the minimum wage and on other matters where the overwhelming majority of the American people agree with the President, presidential leadership results in the Congress feeling the political pressure and acting.

Let me hasten to add that there are two or three dozen moderate Republicans in the Congress who have kept alive the flame of bipartisanship where the environment is concerned, and there are a lot of other Republicans who have had a terrible record but don't really feel comfortable being a part of this all-out assault on the environment, and who, as the year wears on, become increasingly anxious to demonstrate to their constituents that they are capable of casting reasonable votes that the people respond to in favor of environmental protection.

So I think there is every reason to anticipate that the President's initiative, unveiled today, on parks will get a good reception in the Congress, and I would predict that it will pass.

The President made that statement -- got just to that point in his speech today at about the time an airplane came over Great Falls from National Airport.

Secretary Babbitt will follow-up on that.

Q Excuse me, if I could -- did you find that objectionable? I mean, were the airplanes --

VICE PRESIDENT GORE: Oh, I think a lot of people in our national parks, in the Grand Canyon and in some other parks have come to the conclusion that there's a saturation point beyond which it really does interfere with the experience of the park, sure.

Now, is there some kind of reasonable balance? Yes, of course there is, and the Secretary will elaborate on that.

Q Could you tell us what you did think about that article on you on the front page today? Is it a little early?

VICE PRESIDENT GORE: Very much so. And I really don't have any comment on it, except to say you shouldn't take an off the record, private conversation with one friend who doesn't work around here as, you know, an indication of the kind of thing that was implied with it.

My number one objective is to do everything I possibly can to help President Clinton be the best president possible, and he's doing a magnificent job. In the political realm my one and only objective is to see that Bill Clinton is reelected president this year. And I've been working very hard toward that end and that is my only political objective.

Let me take just one more and then I'll have to leave.

Q Is there any room for compromise on the riders, or is it all or nothing? People in the Congress are saying they've made some compromises and dropped some of the protectional --

VICE PRESIDENT GORE: Well, they key saying they have, but they haven't. And we've made our position, and the President has made his position clear on each and every one of them. And if those riders stay in there, then it will be vetoed.

I'm going to turn it over now to Secretary Babbitt. Thank you very much.

Q Did the over flight destroy your experience in the Canyon?

VICE PRESIDENT GORE: Oh, they didn't destroy it, I didn't say that. But, Mr. Secretary, perhaps you could move directly to this question of overflight.

Q On a slightly related or a very related subject, can you describe the situation in the 1996 budget negotiations in terms of the environmental riders and the amount of money that you are apart from the Republicans, because that seems to be the major hang-up?

VICE PRESIDENT GORE: If the environmental riders are not removed from the legislation, the President will veto the legislation, period. I don't know how I can make it any plainer than that. The New York Times had a lead editorial today, on Earth Day, making exactly the same point: These riders have to be removed.

You know, it's very interesting. The Gingrich/Dole Congress has compiled this anti-environmental record, and then they start feeling the outrage of their constituents, and they go out and engage in these symbolic activities, like going to zoos -- and I'm all for zoos -- but they participate in these symbolic activities, and then they say, how can anybody think we're anti-environment? But at the very same time, even on the same day, they will sit in negotiations and demand as a price for financing the operations of the government, that all of these extremist, radical anti-environment riders be included in any legislation that is passed.

I said last week that there is a very simple litmus test to determine whether or not their alleged conversion on the environment is real or phony. The litmus test is whether or not they are willing to drop these riders that hurt the environment that are part of the appropriations process. So we will see whether they pass that litmus test or not. If they don't pass that test, the President will veto the bill.

Q Have you made any progress?

VICE PRESIDENT GORE: Really, they haven't made any good faith offers on the riders, not yet.

Q I just wanted to ask you about one of these specific proposals, Mr. Vice President, that obviously would probably draw a lot of attention, and that is the overflights of the Grand Canyon. Does substantial restoration of natural quiet by the end of 12 years, does that mean there would be no such flights or no such flights at anything like the altitude currently there?

VICE PRESIDENT GORE: I'm going to let Secretary Babbitt, our Grand Canyon specialist -- (laughter) -- deal with that when I leave.

My wife, Tipper, and I took our four children down through the Grand Canyon last summer for 12 days, and slept on the ground for 12 nights and it was one of the greatest experiences we ever had in our lives. And I recommend that trip, incidentally, to any of you. We paddled for 225 miles. We did hear a few airplanes.

SECRETARY BABBITT: Yes. What was the question? I'd like to just mention a few themes that I think pervade a wide variety of rather specific proposals in the President's park plan.

The underlying issue here, I think, is simply that the love affair that Americans have with their national parks is creating a huge set of management and maintenance and fiscal problems. There are 300 million visits a year to the national park system. That's more than one per every single American citizen. And that enormous demand, which continues to escalate far beyond population increases each year, is putting this park system under a lot of stress.

Now, the first theme that I think is important is this issue of seeing if we can't provide a broader base and a more entrepreneurial and imaginative base of support for the national park system. The reality is that the budget simply, even at an optimistic level, is not going to address this backlog of maintenance, infrastructure, science, resource protection and, very importantly, trying to maintain one of the things that is so unique about national parks — and that is the experience that people have through the access to a ranger who can explain to their kids what this is all about and provide a real park experience.

Now, what we need to do is recognize the possibilities. I mean, it's incredible the Americans have this love affair with their parks, which are starving for lack of resources. That's behind at least five or six of these proposals. We need authority to, on a selective basis, increase fees and keep them in the park. Americans support that. You ask them, do you support fee increases to keep the increase in the park to improve the experience. Well, the answer is almost unanimously, yes.

Concession reform is very important. It's inconceivable that for nearly a century major corporations have been getting monopoly rights in parks to generate massive profits, returning in many cases maybe as little as one percent of gross to the national park system. The concession reform is crucial. The park service needs the ability to enter into cooperative agreements. They don't currently have that authority, to jointly administer parks with state park agencies, to find more entrepreneurial ways of conducting scientific research with state universities, and that kind of thing.

Well, the National Park Foundation was chartered by Congress to continue this entrepreneurial trend. You may remember, several years ago, under the leadership of Lee Iacocca, the Statue of Liberty was refurbished at a cost of several hundred million dollars, raised exclusively in the private sector. There's no reason at all that with the authority from Congress we can't do this kind of thing throughout the system.

I had a look at this last week. I, in a moment of temporary madness, agreed to depart Washington to go up to Harper's

Ferry and to invite some of my friends and some of you to walk to C&O Canal from Harper's Ferry, the 65 miles down to Washington. Well, we did it. The weather cooperated. And what was most astonishing was the outpouring of support from communities along the way. We stopped for lunch one day, a high school class came and presented us a check for \$1,000. Another high school class showed up and said they were going to devote their final week as seniors to doing volunteer work on the Canal. It was repeated again and again and again.

We've raised more than a million dollars in private contributions for the restoration of that Canal. Montgomery County, in Maryland, has stepped forward with another million dollars. Those kinds of arrangements need to be explicitly authorized by law — and I think all we need to do is ask the American people and they will respond. There's legislation to allow us to move in a more entrepreneurial way to provide housing for park rangers, by doing conventional kind of financing, like is done out in the real world.

The transportation issue is the second generic issue that I think needs, perhaps, a little bit of highlighting. Just as there are many, many Americans in parks, inevitably there are way too many airplanes and cars impacting and, in many cases, seriously diluting the park experience. Now, the President's directive to me on overflights is quite specific. It's actually a directive to me and Federico Pena, the Secretary of Transportation. It's 60 days for a specific proposal on Grand Canyon. It is a direct request that we proceed toward regulation of overflights in other areas where it's become a problem — Haleakala, a volcano national park, Rocky Mountain National Park, to name just a few.

The President's plan also directs us to move forward at Yosemite, Zion, and Grand Canyon with proposals which I think mark an important new direction in the national park system, and that is, as I think exemplified most impressively at the South Rim of Grand Canyon, a plan which within the next few years will result in the complete absence of automobiles at the South Rim of Grand Canyon. All cars will be left at the park entrance in a staging area, and the 5 million visitors who come there every year are going to have a chance to see that park and to mingle across the observation point at South Rim in an automobile-free, mass transit driven environment.

Lastly, I would call your attention to the park-specific proposals. The Sterling Forest is an example of a — of this new cooperative park approach that I have told you about. This is a request to Congress not to fund a national park, but to cooperate with New Jersey and New York in the acquisition of an absolute gem of a green space, an important forest right in the middle of the metro area.

There are wilderness proposals. The wilderness proposals for parks are a way of Congress giving an added layer of protection. They have been neglected. They must be pushed. The Presidio partnership, the expansion of Point Reyes proposal is

another example of a new kind of thinking about parks. It says to Congress, let's expand the boundaries of Point Reyes, not for the purpose of fee-simple land acquisition but for the purpose of, on a voluntary basis, taking conservation easements from the existing farms and dairy farms, which are bordering on Point Reyes, in a process which would leave those agricultural enterprises on the boundary of the park -- actually within the park boundary, but would preclude incompatible development. I think that is a very important example of the kinds of new directions that are necessary.

Another example of the park boundary issue is the geothermal proposal for Yellowstone.

Okay, my time is up. I now introduce you to Carol Browner, who will be followed with no introduction, except this one, by Katie McGinty. And then I'll hang around until the sun sets for the last who want to talk.

Carol?

ADMINISTRATOR BROWNER: I just have to say to Bruce, whenever I hear about the great places that you can visit, I think about my own trips to Superfund sites and wastewater treatment facilities. I would have much preferred to be with you, visiting one of our natural treasures, which my family certainly enjoys.

Q May I bring up a point before he goes?

ADMINISTRATOR BROWNER: He's not leaving. Let me -- I'll be very brief, and then we're all going to answer questions.

Q When you are on an airplane going to California and back, and the pilot finally gets you to the Grand Canyon and tells you there it is, then you get to see it, maybe that's the only time in your life you're ever going to get to see it. You're glad to see it.

SECRETARY BABBITT: Well, I'll tell you something. I was on one of those flights once, and the pilot said, to your left is the Grand Canyon. And it wasn't the Grand Canyon, and I sent him a note saying -- (laughter).

ADMINISTRATOR BROWNER: Very, very briefly, from the EPA perspective: EPA was created 26 years ago in large measure because of the first Earth Day. And Earth Day is an opportunity for us to evaluate how far we have come in terms of protecting the air we breathe, the water we drink, the land on which we live, and the problems that still exist and the challenges ahead.

Protecting our environment really means protecting where we live and how we live. We work in partnership with communities across the country, state, local governments, to do this job of public health and environmental protection. And Earth Day allows us

to honor all of those in this country who share our commitment.

Under the President's leadership in the last three and a half years, we have sought to strengthen public health and environmental protections. We have put in place the toughest standards ever for incineration in this country. We have secured the greatest reduction in toxic air pollution, including a 90 percent reduction at chemical plants. We have cleaned up more Superfund sites in 12 years -- in three years than in the first 12 years of the entire program.

We have collected the biggest penalties from polluters, from those who ignore the pollution they put into your air, your water, on your land. We have doubled the number of chemicals that the communities have a right to know. The public's right to know has been honored and expanded.

We have done much of this while under the greatest assault ever on our ability to do our job, to provide these protections, to enforce the standards that we set. It is because of the President, because of his leadership, that Congress has not been able to advance their proposals that would prevent us from doing our job. It is because the President threatened the veto, because he has used the veto, that the reality that the Republican Congress would have us all live in has not become a reality.

Unfortunately, what we see this week is an improvement only in the rhetoric. We don't yet see an improvement in the reality. We don't see proposals to strengthen toxic waste cleanup, to strengthen the clean water protections for our rivers and lakes, to strengthen the drinking water protections that the families of this country want.

EPA grew out of a bipartisan commitment to public health and environmental protections. We would like nothing better than to see that bipartisan commitment reemerge in this Congress so that we can be about doing the job the American people expect.

MS. MCGINTY: I just want to make three very brief points. One, as a previous question alluded to, the Republicans now assert that even if the environmental riders that continue to be on the budget were bad, that they have made enormous strides towards us and have fixed those riders. That is not true. Those riders would still lead to vast clear cuts in the Tongass Rain Forest, for example. Those riders would still cripple EPA's ability to protect wetlands, even as the Republican party says they're for protecting the Everglades. Well, you can't be for the Everglades and against wetlands. The riders are still very much against wetlands.

Those riders still would cripple our ability to protect endangered species, including salmon, which are not only important for the environment, but are an economic mainstay for the Pacific Northwest of our country. And the examples go on and on.

So the truth is that progress has not been made. The Republicans have not made strides towards us on these critical environmental riders that are on the budget, despite their recent assertions to the contrary.

Q How many are left? Excuse me, how many are in there?

MS. MCGINTY: There are scores of riders. There are at least 10, I'd say, that the President has highlighted since last June in statement after statement after statement, and in letters to the Hill as riders that are absolutely unacceptable.

The second thing that you will hear from the Republicans is, well, we've just been misunderstood. And, without putting words in anyone's mouth, I think it's hard to misunderstand words like, EPA is the Gestapo of the government. Or words like, can you think of a single federal regulation that you would keep, not a one. Or words like, the question isn't whether or how we'll close our national parks, the question is only when.

These things are hard to misunderstand. They are the statements and the agenda of a leadership on Capitol Hill that's been determined to turn around not only 25 years of progress in protecting our land and our air and our water, but more than a century of committed American determination to protect our parks and wild places.

The third thing that you will hear is, well, even if we weren't misunderstood before, even if we, in fact, did get it wrong before, we're turning over a completely new leaf now. And as Sherry Boehlert says, it's the moment of the moderates.

Well, the only thing I have to say is, I still wait to see it. When this Congress came back, immediately there was a bill in the House that would turn back 25 years of air and water and land protections. So bad was it, and so loud was the outrage against it, that it had to be pulled from the floor of the House.

Then there was the Farm Bill. And in the end we came out of that fight okay, but there was a strong effort in the House of Representatives to basically repeal the major environmental provisions in the Farm Bill on conservation reserve program and, again, another program that protects wetlands. Very soon -- then, also in the Senate side we saw the Utah Wilderness Bill. That bill, far from turning over a new leaf, would actually take away protections that Utah wilderness has.

And soon, coming to a Senate near you, is perhaps the worst anti-environmental provision, which is a bill by Senator Dole on takings legislation that would virtually make it impossible for the federal government to act effectively to protect the environment

or, indeed, any worthy purpose of protecting human health and other kinds of issues that have been very important over the years. It would strip our ability to do that.

So I have yet to see the new agenda, and we're still working hard. What today represents is the President saying once again the environment has been a bipartisan commitment in this country, protecting our parks, protecting our land and air and water is something that we all together are proud of. And what the initiative today is about is getting beyond some of partisanship and painting that vision that truly is worthy of this country and the citizens of this country.

Thanks, and we'll answer questions. Yes.

Q To Secretary Babbitt, a couple of questions with regard to Polar Reyes. In past instances I can remember expansion of Redwood National Park, easements were also considered and they were put aside because it turned out you were paying up to 90 percent of what you would pay if you acquired the land outright.

Number one, could you give us an estimate of cost if you acquired the expansion area as against the easement costs you expect? And, number two, why do you even need easements? Couldn't you get a guarantee from the local county not to change the zoning?

SECRETARY BABBITT: Okay. I think the reason that this was not an obvious success in Redwood National Park, in that region, is because the value of the land was the trees. I mean, you know, there was sort of a one-to-one correspondence, there's no differential. I think it's quite different in Point Reyes because those agricultural enterprises, those farms really are a good, solid productive, income-producing farms and that increment of value would be left.

You know, you have to -- I don't want to speak for the country, but the -- but an outright ban on all alternative uses may, in fact, be something the country is not prepared to do; and it might, in fact, raise some Fifth Amendment questions and, all things considered, it's the view of the National Park Service that, on a consensual basis, subject to a willing buyer, a willing seller, a reasonable price, the this is a -- quite apart from all the legalism, a fair way to go.

Q Secretary Babbitt, if you could just return to the overflight question and sort of suggest whether the limitations would involve number of flights, times of flights, altitudes of flights, kinds of aircraft? I mean, this is not leading toward --

SECRETARY BABBITT: The answer?

Q To all of them, I suppose.

SECRETARY BABBITT: The answer is all of the above.

Q But not a total ban on overflights by the aircraft?

SECRETARY BABBITT: Well, let's take the Grand Canyon legislation, because that really is the most specific and urgent one. The objective in the Grand Canyon legislation is to meet a goal of natural backcountry. Now, the current FAA regulation expires in 1997. That is the immediate reason for moving forward.

Now, in my talks with Secretary Pena, my suggestion is we can improve considerably on that regulation because it surely does not take us far enough toward that goal. A lot of variables here. Grand Canyon is a big, linear park. You can see an awful lot of Grand Canyon from outside the park boundaries, which in the case of the South Rim happen to be just a couple miles from the rim. You want a real scenic flight over the Grand Canyon, take Scenic Airlines from Las Vegas to South Rim. It never enters the boundaries of the park.

Now, within the boundaries of the park, you are dealing with a lot of variables: altitude, areas, times of day, types of equipment, just an enormous variety of things. I think there is some hope that the engine manufacturers are going to be moving toward -- in view of the kind of markets to developing some really serious technological innovations in terms of engine noise.

Other parks, like Hawaii Volcanoes in Haleakala, you really don't have the staging space that you do. Now, I can't tell whether a ban is appropriate or not, but it is a vastly different kind of situation.

Q Secretary Babbitt, with the exception of the Point Reyes Seashore proposal, aren't most of these proposals been in the hopper for some time? In other words, the fee reform, the concessions reform, the wilderness in the parks, dealing with those. These aren't new proposals. Even the overflight issue has been around for years, and there is a law that requires you to impose the regulations.

SECRETARY BABBITT: Yes, look, I could go through these proposals and debate you on that, but it's simply -- that's not the point of this exercise. The point of this exercise is for the President to step up and say, it is now time to make a focused effort to get these things done. And, you know, I could say to you that the transportation proposal at South Rim is an entirely new initiative. Well, in fact, it has been working its way through the National Park Service for some time now. The important thing is to get some movement along this spectrum of issues.

Q Back to the overflights. Can you tell us what has changed? I mean, is the situation deteriorating? There are

regulations in place, and from my understanding, the number of complaints about overflight noise at the Canyon has dropped in recent years.

SECRETARY BABBITT: The situation is deteriorating throughout the entire national park system, with the exception of Grand Canyon, where there has in fact been some progress as the result of the legislation. But I can tell you that it doesn't get anywhere close to the statutory goal. I was out at South Rim last year, and I'll tell you something, standing at Hermit's Rest on South Rim, inside a national park -- this was at midday -- there was more noise than there is over my house in the flight path to National Airport. And somehow I don't think that's an adequate measure of what we expect in a national park.

Q For Director Browner, the Republicans have been saying for a week now that your EPA Earth Day celebrations around the country are politically targeted at vulnerable Republican candidates, especially House freshmen. How, specifically, do you respond to that?

ADMINISTRATOR BROWNER: Well, I think the Republicans have been accusing us of "politicizing" Earth Day. Let's remember who launched this concerted, orchestrated assault on our ability to do our job. It was the Republicans in Congress. They thought that perhaps environmental protection was no longer necessary, the air was clean enough, the water safe enough.

Every single Earth Day since EPA was created, we have honored local citizens, communities doing their part to protect the health of their children, the health of their environment. That is what we are doing this year. We are participating in events across the country organized by schools, universities, communities, honoring business people, citizens, children.

In no way have we sought to politicize Earth Day. It was the Republicans. And quite frankly, it's the American people who reject this effort on the part of the Republicans.

Q Are there various technical standards defining substantial restoration of natural quiet? I mean, are there a whole bunch of things or is it kind of a layman's understanding of that term?

SECRETARY BABBITT: No, there are, as in every other facet of life, volumes -- of detailed standards. Now, I know it when I hear it. And it's pretty simple. I would say that at South Rim of Grand Canyon, if on a quiet summer day I can hear the rustle of the wind in the Ponderosa pines, that is my criterion. But, unfortunately, that is not a legally acceptable definition. So we have guys out there with decibel meters, scientists with decibel meters actually measuring all this stuff.

Q What is your take on the Presidio legislation right now? And do you see that as a model for other parks?

SECRETARY BABBITT: The Presidio legislation, I think is sui generis, for this reason: When our good friend Phil Burton saw that opportunity, he saw a one-in-a-kind situation where we were taking an enormous historic district, not just a building or two, but a large slice, and a very important slice, of San Francisco and putting it into the system.

This administration has supported the trust concept because the National Park Service is not -- was not founded or designed to be in the commercial real estate business in the middle of San Francisco, so the trust concept is correct.

Now, that legislation is a must. The remaining issues, I think, are about the allocation of responsibilities between the Presidio Trust, the National Park Service, and there are still a variety of remaining issues.

The concept is illustrative, because as I was walking down the C&O Canal last week, there are a couple hundred historic buildings on that canal. I think a third of them could in fact be leased out for bread and breakfast places, for park-compatible things. I go up to Swain's Boat House there that is being maintained and lived in by a private concessioner. We undeniably need to do more of that.

Q Will the President be supporting any new national park units, for instance, the Tall Grass Prairie in Kansas?

SECRETARY BABBITT: Well, we're continually discussing those kinds of things. There are those who say -- well, there are two schools of thought in Congress. The mainstream seems to be we need to start closing up parks and abolishing them, for example, the Mojave unit of the national park system. There are others who say, well, we just ought to draw a line and stop. If we did that, the Martin Luther King National Historic Site in Atlanta would not exist if we had drawn a line under the system 30 or 40 years ago.

There are always changing perspectives on the American landscape. Our relationship to this land changes not only as a function of history, but as a function of time. If you'd drawn a line on the national park system in 1900, it would have been 99 percent snow-covered mountains with tall timber. Why? Because that was the aesthetic of the time. It was a sort of European driven view of landscape which says the sublime is the closest you can find to the Alps -- a romantic, European view of the scenery.

American deserts have not been well represented in the national park system. They are, in fact, the most unique of American and rural landscapes, but they weren't viewed as park material. And that's, of course, the great importance of the California Desert Protection Act last year. It had finally found its time.

That process will continue. The Tall Grass Prairie proposal is a very important example of that. America moved West straight across the Great Plains in pursuit of snow-covered mountains and never looked twice at what is probably the richest biotic region of the entire country. The Interior Department has supported and continues to support the establishment of the Tall Grass Prairie.

To be specific in response to your question, we have been actively involved for the last couple of years in the discussions over the Z Bar Ranch. I have personally toured the property and I'm -- Senator Kassebaum has been really enormously constructive and helpful, and I'm hopeful that we can get something.

MS. MCGINTY: If I could just add one thing to that. Senator Kerry also is leading the charge to protect the Boston Harbor and to set up a Boston Harbor series of parks. And we are working very closely with him on that also and appreciative of his leadership on protecting Boston Harbor.

Q How much of a fee increase should you be -- should the American public accept at parks? And would you recommend a veto of the House bill that passed the Resources Committee recently and why?

SECRETARY BABBITT: I think we've got a good piece of momentum going on this fee issue right now, and I'm not going to stand up here and recommend anything, except that we continue talking, because I think we've got some momentum going on.

Now, your question is, how much should be kept in the parks?

Q Well, how much of a fee increase do you think -- right now, you can go into a park for \$4 or \$5 a carload. I believe, in many parks. What kind of a fee increase would you suggest is appropriate?

SECRETARY BABBITT: Well, the answer is, it's site-specific. The answer for the Washington Monument is zero. The answer for Independence Hall in Philadelphia hall is zero. The answer for Gateway, Cuyahoga, Chautauque, for national recreation areas, I think would be quite different from destination parks. I think that the fee increases are most appropriate in destination parks where, in fact, the fee is a relatively small component of the expenditure cluster that takes you to that national park.

I think we're going to be conservative in the use of fee authority. We're not going to be as conservative as the past. I mean, the entrance fee today at Yellowstone National Park is less than it was in 1920. Now, come on. Roger Kennedy points out that you can buy a video of Yellowstone National Park that costs two or three or four times the admission fee.

Have you ever looked at the admission fees to Disney World or Disneyland? I don't know -- what's Disney World now? Surely, this is a user group for Disney World -- (laughter) -- \$35, \$40, just to get in -- \$35, just on the way in.

I'll take a couple of more, then I'll stick around if there are individual ones or anything.

Q For any of the three of you who can shed light on this subject, what did the Vice President mean when he said that the Republican congressional leaders could make symbolic actions on Earth Day, but on the very same day sit in negotiations and demand these very same riders be included? Were there negotiations today or over the weekend, and if so, who participated in them and who insisted on which riders?

SECRETARY BABBITT: Katie McGinty. (Laughter.)

MS. MCGINTY: The Vice President's statement was referring to the negotiations that are underway. Now, these discussions have been happening without pause for the last week, since the Congress returned from their Easter recess. But the progress is slow. There is still an insistence on their part to keep those riders in. There's still an insistence on the President's part that the environmental riders need to be dropped. And we just continue to remain engaged in that discussion and, hopefully, on this Earth Day, there will be a breakthrough and we'll be able to make some genuine progress.

Q When is the expiration?

MS. MCGINTY: Wednesday night is when the current CR expires.

Q If we could go back to the Grand Canyon, just very briefly, do you support a total ban of overflights? Is that practical, and what sort of differences still remain between FAA and the park services on that issue?

SECRETARY BABBITT: I do not advocate a total ban. I believe that what we've got to do is take -- the -- look, what can I say? The FAA is under the jurisdiction of the Department of Transportation, but they have not been notably cooperative across the years on these issues.

I'm hopeful that we can get in close this time and, with the help of the Vice President and this administration, that we can get a little more creativity and a little more understanding of the imperative of moving toward that legislative goal. I don't think it -- now, as I said, there may well be parks where a complete ban is the only possible solution. Grand Canyon is 300 miles long and, in some cases, 10 or 12 miles wide. It presents a really interesting spatial platform along which to work these issues, and in that context I'm not prepared to say that a ban is necessary. Obviously, you can't have a complete ban; you know, there are commercial airlines in this country. Just by way of illustrating the margins that we can work in.

I thought somebody -- I'll wrap this up -- I thought I heard somebody ask me a question about concessions, and the answer to that question -- (laughter) -- the answer to that question is that this administration strongly supports the bipartisan Bennett-Bumpers bill in the Senate. This is an extremely important issue. And the House versions of this legislation are kind of like those sort of fake-front old western towns out in the west -- it looks like concession reform, but if you walk around and look at the other side, it's a fake. And the House versions would simply entrench the concessioners and destroy the whole idea of competition.

On the other hand, the Senate bill is really moving into the right direction. Okay, thank you very much.

THE PRESS: Thank you.

END

3:52 P.M. EDT

NPRM 96-4 Special Flight Rules in the Vicinity of The Rocky Mountain National Park

On display: Friday, May 10, 1996 Published FR: Wednesday, May 15, 1996

Comments until August 13, 1996

The Proposal:

Alternative No. ONE: Ban on Commercial Aviation Sightseeing Tours

No person may operate an aircraft with in the lateral boundaries of RMNP if the purpose of that operation is to carry passengers for hire for the purpose of sightseeing or air tours.

Alternative No. TWO: Limits on Operations

Any person operating an aircraft below 2,000 ft AGL for the purpose of carrying passengers for hire for sightseeing or air tours within the lateral boundaries of RMNP must operate along the following prescribed routes: [designate routes that follow the existing Park road system]

Variant A: No person may operate an aircraft below 2,000 feet AGL for the purpose of carrying passengers for hire for sightseeing or air tours with the lateral boundaries of RMNP.

Variant B: No person may operate an aircraft below 2,000 feet AGL for the purpose of carrying passengers for hire for sightseeing or air tours with the lateral boundaries of RMNP before 10:00 a.m. or after 4:00 p.m.

Variant C: No person may operate an aircraft below 2,000 feet AGL for the purpose of carrying passengers for hire for sightseeing or air tours with the lateral boundaries of RMNP from June through September.

Alternative No. THREE: Voluntary Agreement

Voluntary agreements are non-regulatory but, due to their unique nature, are treated as binding by the signatories and are strictly self-policed, with monitoring by the NPS

*of course, as with all the listed alternatives, the FAA could combine a voluntary agreement with any of the other alternatives. For example, the FAA could choose to seek a voluntary ban on operations during the summer, combined with route or time-of-day restrictions during other months."

CUSTER COUNTY ACTION ASSOCIATION

P.O. BOX 552 WESTCLIFFE, COLORADO 81252-9902
PHONE / FAX: (719) 783-2061

April 11, 1996

Mr. Harry A. Knudsen, Jr., Chief
Planning Branch
Air National Guard Environmental Division
ANGRC/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RE: Draft Environmental Impact Statement, Colorado Airspace Initiative

Dear Mr. Knudsen:

I am enclosing copies of the References from Section 7 of Volume I of the DEIS (pages 7-1 to 7-13) as well as a copy of the Appendix Section of Volume II of the DEIS (pages 0-1 to 0-35). In order for us to be able to study the DEIS, we need to be able to correlate the information mentioned in the DEIS to the Reference and Appendix items. Therefore I am requesting from you, full and complete copies of each and every Reference and Appendix item as well as any amendments thereto as listed on the enclosed. I am certain that since the DEIS refers to these items throughout the document, you must have all of the items available for reference. Since we have a short time frame from which to work, I ask you to send this information as soon as possible.

If you have any questions regarding this request, please do not hesitate to contact me.

Sincerely,

CUSTER COUNTY ACTION ASSOC

RMS If

Certified Mail

Robert M. Senderhaus, President

CUSTER COUNTY ACTION ASSOCIATION

P.O. BOX 552 WESTCLIFFE, COLORADO 81252-9902
PHONE / FAX: (719) 783-2061

April 11, 1996

Brigadier General Mason C. Whitney
Commander, 140th Fighter Wing
Stop 37
140 S. Aspen St.
Buckley ANG Base, CO 80011-9544

RE: Draft Environmental Impact Statement, Colorado Airspace Initiative

Dear General Whitney:

I am enclosing copies of the References from Section 7 of Volume I of the DEIS (pages 7-1 to 7-13) as well as a copy of the Appendix Section of Volume II of the DEIS (pages 0-1 to 0-35). In order for us to be able to study the DEIS, we need to be able to correlate the information mentioned in the DEIS to the Reference and Appendix items. Therefore I am requesting from you, full and complete copies of each and every Reference and Appendix item as well as any amendments thereto as listed on the enclosed. I am certain that since the DEIS refers to these items throughout the document, you must have all of the items available for reference. Since we have a short time frame from which to work, I ask you to send this information as soon as possible.

If you have any questions regarding this request, please do not hesitate to contact me.

Sincerely,

CUSTER COUNTY ACTION ASSOC

RMS If

Certified Mail

Robert M. Senderhaus, President



COLORADO AIR NATIONAL GUARD
HEADQUARTERS 140TH FIGHTER WING
BUCKLEY AIRCRAFT BASE, AURORA, COLORADO

16 April 1996


Mr Robert M Senderhauf
Custer County Action Association
PO Box 552
Westcliffe CO 81252-9902

Dear Mr Senderhauf

I am returning your copies of the references from section 7 of Volume I and the appendix of Volume II of the DEIS for the Colorado Airspace Initiative for re-routing. The appropriate office to direct your request for further information is listed on page A-2 or A-4 of Volume II of the DEIS.

The DEIS was prepared by the National Guard Bureau, and as a result, the 140th Wing does not have access to most of the material you have requested. Thank you for your cooperation in this matter.

Sincerely


MASON C WHITNEY
Brigadier General, COANG
Commander

08/08/96 10:02

0719 783 2081
05/09/96 08:33



COLORADO AIR NATIONAL GUARD

HEADQUARTERS 140TH FIGHTER WING
BUCKLEY AIRCRAFT BASE, AURORA, COLORADO

1405PTG/DMQ, Stop #1
18975 E Breckenridge Avenue
Buckley AFB Base
Aurora CO 80011-9527

Custer County Action Association
P.O. Box 552
Westcliffe CO 81252-9902

Dear Mr. Senderhauf

Your Freedom of Information Act (FOIA) request, dated 11 April 1996, requesting copies of the references from section 7 of Volume I of the DEIS (pages 7-1 to 7-13) as well as the Appendix Section of Volume II of the DEIS (pages 0-1 to 0-35) has been received.

With regard to fees, you have been classified as an "other" requester under the act. The first 100 copies are free, the search fees have been waived, and you are not required to pay review charges. Additional duplication fees are \$0.15 per page.


The reference material for Section 7 has 4,766 pages. The reference material for the Appendix Section of Volume II is estimated at 42,350 pages. Duplication costs would run approximately \$7,055. Before we can process your request, we require written verification of your willingness to pay the approximate cost of \$7055. If we do not receive this written verification to pay within 30 calendar days from the date of receipt of this letter, we must administratively close this case.

Actual costs will be determined after your request is processed. We will require half of the actual fees prior to the release of your request. Please forward your response to:

1405PTG/DMQ, Stop #1
18975 E Breckenridge Avenue
Buckley AFB Base
Aurora CO 80011-9527

If you have any questions, please contact the undersigned at (303) 340-9711.

Sincerely,


JANICE L. LOVE, MSG, COANG
Base FOIA Officer

CC:
RCS-AD
RCS-PAE
RCS-JAE
AMERC/CEVR
140RC/CC
14009F/CC

"Building America's First Team Together"

WD/MS/45

12:08

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COLORADO AIR NATIONAL GUARD

1405PTG/IMQ, Stop #1
18975 E Breckenridge Avenue
Buckley ANG Base
Aurora CO 80011-9527

9 May 1996

1405PTG/IMQ, Stop #1
18975 E Breckenridge Avenue
Buckley ANG Base
Aurora CO 80011-9527

Custer County Action Association
P.O. Box 552
Westcliffe CO 81252-9902

Dear Mr. Senderhauf

Your Freedom of Information Act (FOIA) request, dated 11 April 1996, requesting copies of the References from Section 7 of Volume I of the DEIS (pages 7-1 to 7-13) as well as the Appendix Section of Volume II of the DEIS (pages 0-1 to 0-35) has been received.

With regard to fees, you have been classified as an "other" requester under the act. The first 100 copies are free, the search fees have been waived, and you are not required to pay review charges. Additional duplication fees are \$0.15 per page.

The reference material for Section 7 has 4,786 pages. The reference material for the Appendix Section of Volume II is estimated at 42,350 pages. Duplication costs would run approximately \$7,055. Before we can process your request, we require written verification of your willingness to pay the approximate cost of \$7055. If we do not receive this written verification to pay within 30 calendar days from the date of receipt of this letter, we must administratively close this case.

Actual costs will be determined after your request is processed. We will require half of the actual fees prior to the release of your request. Please forward your response to:

1405PTG/IMQ, Stop #1
18975 E Breckenridge Avenue
Buckley ANG Base
Aurora CO 80011-9527

If you have any questions, please contact the undersigned at (303) 340-9711.

Sincerely,

Janice L. Love
JANICE L. LOVE, MSG, COMB
Base FOIA Officer

cc:
KGB-AD
KGB-PAE
KGB-JAE
ANGRC/CRVP
140WG/CC
1400SE/CC

"Building American Fun Teams Together"

CUSTER COUNTY ACTION ASSOCIATION

P.O. BOX 552 WESTCLIFFE, COLORADO 81252

December 14, 1995

Brigadier General Mason C. Whitney
Commander, 140th Fighter Wing
Stop 37
140 S. Aspen Street
Buckley ANG Base, CO 80011-9544

RE: Noise Complaints

Dear General Whitney:

Please find the enclosed list of complaints which is a compilation of telephone calls into our office from the period during May 23, 1995, to December 3, 1995.

As you review the list, you will find that many of the callers have also called the ANG and the FAA to register these complaints with them as well. Therefore, I am requesting written confirmation from you as to what you have done with regard to these calls, as I plan on getting back to these individuals after I here from you with your response.

Please note that on November 15, we had numerous calls regarding two C-130 extremely low flying aircraft directly over our town of Westcliffe. Subsequently, we have had comments from some of the children who were in school at that time who stepped out of their classrooms to observe the low, loud occurrence.

As always, I appreciate your cooperation and look forward to hearing from you at your earliest convenience.

Thank you very much.

Sincerely,

CUSTER COUNTY ACTION ASSOCIATION

Robert M. Senderhauf

Robert M. Senderhauf
President

cc: Governor Roy Romer
David C. Van Gasbeck
Harry Knudsen
Paul McConnelllogue

COMPLAINTS

<u>DATE</u>	<u>TIME</u>	<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE NUMBER</u>
5/23/95	8:58a.m.- 12:05p.m.	Abigail David	P.O. Box 191 Crestone, CO 81131	no phone # given
COMMENTS: Between the hours stated above, 34 over-flights, varying from loud to extremely loud took place in and around the San Luis Valley and over the Sangre de Cristo Mountains. Caller has sent a detailed description (too detailed to list here) including direction, etc. of these numerous military jet sightings during this time.				
6/24/95	no time	Jo Ann Bates	26821 N. County Rd. 61 Moffat, CO 81143	(719)256-4344
COMMENTS: Two low flying military aircraft; horse ran through the fence incurring \$2500 in Vet bills.				
6/27/95	5:02p.m.	Ellie Mueller	P.O. Box 216 Crestone, CO 81131	(719)256-4820
COMMENTS: Low flying military aircraft, 200-400' AGL, flying on west side of Hwy 17.				
6/29/95	11:58p.m.	Ellie Mueller	P.O. Box 216 Crestone, CO 81131	(719)256-4820
COMMENTS: Loud, low flying aircraft; woke them up in the middle of the night.				
7/12/95	11:10a.m.	Kathy Krammer	Cuchara	(719)742-3762
COMMENTS: Two jets flying 500' AGL. A friend saw three Stealths fly through on another date.				
7/19/95	9:40a.m.	Ellie Mueller	P.O. Box 216 Crestone, CO 81131	(719)256-4820
COMMENTS: Huey chopper flying 100' AGL south to north over Baca Subdivision				
7/22/95	no time	Salmon	Crestone	(719)256-4400
COMMENTS: Two C-130s flying very low over Crestone.				
7/23/95	12:30p.m.	Kaya Durkham	Crestone	(719)256-4400
COMMENTS: Three C-130s flying very low below mountains north to south over the Sangres between Crestone and the Sand Dunes creating quite a disturbance.				
7/22/95	12:22p.m.	Mark Jacobi	Crestone	(719)256-4758
COMMENTS: One C-130 flying north to south about 1500' over Baca Fire Dept. in Baca development.				
7/25/95	10:25a.m.	Mary Courier	Wetmore	(719)784-3160
COMMENTS: One C-130 flying over Wetmore at a maximum of 400' AGL at a very high speed.				
7/31/95	3:42p.m.	Mark Jacobi	Crestone	(719)256-4758
COMMENTS: Two dark military helicopters flying north to south about 1000' AGL significantly out of MTR.				
7/31/95	3:43p.m.	Mary Anderson	Crestone	no phone # given
COMMENTS: Two dark green helicopters flying north to south very low, and close to wilderness; loud enough that it rattled her windows.				
7/31/95	3:43p.m.	Ellie Mueller	P.O. Box 216 Crestone, CO 81131	(719)256-4820
COMMENTS: Two dark helicopters flying north to south; very loud.				
7/31/95	3:45p.m.	Patricia Berger	Crestone	(719)256-4561
COMMENTS: Two military helicopters flew over her area; the noise was unbelievable.				

8/4/95	11:04a.m.	Mark Jacobi	Crestone	(719)256-4758
COMMENTS: A helicopter flew over his house north to south about 2000' AGL (like the one on 7/31). Called the ANG hotline. Buckley misdirected him to Ft. Carson; Ft. Carson flies Chinook, this is smaller.				
8/10/95	10:00a.m.	Jill Schwarz	La Veta	(719)742-5319
COMMENTS: Two military jets (together) flying east to west over Spanish Mountains; they were definitely out of MTR and were very fast and loud.				
8/10/95	afternoon	Cindy & James Mills	San Isabel	no phone
COMMENTS: Two new fighter jets flew over the top of the San Isabel range at approximately 2000'				
8/16/95	11:30a.m.	Sally & Bob Keller	Forbes Ranch	(719)379-2671 (719)543-4260
COMMENTS: Military jets have been flying around over Mt. Blanca between Crestone and San Luis off of Hwy 160 all morning; all summer, in fact. Huge sonic boom too.				
8/16/95	11:30a.m.	Mary Anderson	Crestone	(719)256-4312
COMMENTS: Sonic boom; so loud that it shook the whole house.				
8/20/95	11:00a.m.	Susan Lyons Rob Powers	2792 Hwy 165 Wetmore, CO 81253	no phone # given
COMMENTS: South of McKenzie junction, 2.8 miles. The house sits over 9000' altitude in meadow with mountains on either side. She was painting and became startled when she suddenly heard and saw a dark green military aircraft with red circle (C-130) flying treetop/rooftop level south to north. It had flown 10 yards to the east. She could identify the pilot in a line-up and, it could have hit her house. Ten minutes later, one, then another silver color aircraft circled the meadow around the house, within 100 yards of the house; then north to south at treetop level. She strongly feels her civil rights have been violated, and that this is <u>dangerous</u> and against the law.				
8/20/95	11:00a.m.	Joy & James Bryant	P.O. Box 934 Westcliffe, CO 81252	(719)784-9337
COMMENTS: Two C-130s flying over and around their house which is 1.7 miles from McKenzie Junction toward Rye; very loud and startling.				
8/20/95	11:00a.m.	Kristen Olson	5672 Hwy 165 Wetmore, CO 81253	(719)784-3685
COMMENTS: They live six miles from McKenzie Junction on Hwy 165. Two very low flying C-130s flew over the Wet Mountains at about 200' AGL; they were very loud.				
8/24/95	10:00p.m.	Susan Reinsdorf	Ridgeway	(303)664-3367
COMMENTS: Huge sonic boom shook the house and shook up the people.				
8/24/95	9:47a.m.	Bob Kennemer	P.O. Box 476 La Veta, CO 81055	no phone # given
COMMENTS: Heard huge sonic boom; could not identify aircraft flying south to north as it was nighttime. It was the third one this week.				
8/27/95	1:30p.m.	Al Kaumeyer	Colorado City	(719)676-3146
COMMENTS: Colorado City at the end of Buckskin, two transport planes flew approximately 100' AGL extremely close to his house.				
8/29/95	10:25a.m.	Susan Reinsdorf	Ridgeway	(303)664-3367
COMMENTS: Huge sonic boom; it shook up the whole house and the people.				

8/29/95	10:25a.m.	Megan Brody	La Veta	no phone # given
COMMENTS:	Huge sonic boom, this is getting to be a regular occurrence; she will call the 800 numbers.			
8/29/95	11:30a.m.	Mary Ann Flood	P.O. Box 82 Gardner, CO 81040	(719)746-2210
COMMENTS:	Huge sonic boom.			
8/29/95	10:25a.m.	Kate Steichen	P.O. Box 303 Crestone, CO 81131	(719)256-4920
COMMENTS:	Major sonic boom; it's been happening a lot lately.			
8/29/95	not given	Keith	La Veta	(719)742-5251
COMMENTS:	Ongoing sonic booms; has been going since 8/16. Are they legal?			
9/9/95	1:30p.m.	Pat Richmond	P.O. Box 113 Crestone, CO 81131	(719)256-4937
COMMENTS:	Two bomber types, one black flying slow, but way below 500', more like 100-200' AGL, west of Crestone.			
9/10/95	5:05p.m.	Tony Pendergast	Crestone	(719)256-4471
COMMENTS:	Four prop C-130s flying no higher than 300' AGL over Baca Grande/Cotton Creek. He lives at 8400' against the mountain and is a rock climber, and has accurate estimation of flight level. The aircraft flew directly overhead, over his residence.			
9/28/95	10:00a.m.	Mike O'Hanlon	P.O. Box 357 Westcliffe, CO 81252	(719)783-2244
COMMENTS:	Was hiking in southern part of Sangre de Cristo range with two others at 11,800'. The first military fighter plane flew west to east through Raspberry Canyon at 11,700'. Second fighter plane flew south to north at 12,000'. At their lowest, both planes flew as low as 50' - 100' AGL, but not higher than that. Very fast, loud and startling.			
10/6/95	11:43a.m.	Mark Jacobi	Crestone	(719)256-4758
COMMENTS:	1) F-16 flying SE to NW about 2,000' AGL, but definitely outside MOA. 2) Sonic boom at 2:43p.m. - Very loud and disturbing 3) Two F-16s flew SW to NE over the Baca Development, over his house.			
10/8/95	12:05p.m.	Skip Wilson	Crestone/Baca	(719)256-4094
COMMENTS:	One C-130 flying less than 500' AGL.			
10/8/95	12:06p.m.	Jim Maxwell	Crestone/Baca	(719)256-4046
COMMENTS:	A C-130 practicing maneuvers 1/4 mile from his house at less than 500' AGL; very disturbing. Flying south.			
10/13/95	1:10p.m.	Ellie Mueller	Crestone	(719)256-4820
COMMENTS:	Military plane flying loud, low and fast; sounded north to south. She called FAA			
10/13/95	1:15p.m.	Seyril Schochen	71724 N. Baca Grande Way Crestone, CO 81131	
COMMENTS:	Military plane flying very low over her house and learning center.			
10/13/95	4:05p.m.	Ellie Mueller	Crestone	(719)256-4820
COMMENTS:	Four fighter planes flew so low over the new Sand Dunes swimming pool that she could see the bombs.			

10/21/95	12:42p.m.	Kate Steichen	P.O. Box 303 Crestone, CO 81131	(719)256-4920
COMMENTS:	Low flying military aircraft flying north to south through the Baca. It was slow, but very low, 150' AGL. No reason to fly that low; it was a crystal clear day, and one can see just as well as 1,000' AGL. She will call the Guard.			
10/21/95	12:44p.m.	Ben Lilly	P.O. Box 6 Crestone, CO 81131	(719)256-4844
COMMENTS:	A six engine military aircraft was flying less than 200' AGL heading south above his house. It had a white mouth with red teeth on the front and three engines on either wing. It woke everyone up. He called the Guard.			
10/21/95	12:40p.m.	Sherry Maxwell	Crestone	(719)256-4046
COMMENTS:	Low flying military aircraft, C-130 heading south over Baca Grande.			
10/21/95	12:41p.m.	Mike Dennett	P.O. Box 101 Crestone, CO 81131	(719)256-4956
COMMENTS:	Air National Guard four prop aircraft with a white mouth and red teeth painted on the fuselage was flying 1 - 200' AGL; he is trained observer from the military, and is confident about the flight level.			
10/21/95	12:40p.m.	Mark Jacobi	Crestone	(719)256-4758
COMMENTS:	A C-130 flying north to south flew over the firehouse at 7 - 800' AGL, significantly out of the MTR. He could see the grinning mouth on the front; the aircraft was dark green. He called COANG. He has called them with a different complaint every weekend since the 6th of October. The Guard had not returned one of his phone calls; he is going to the governor about this.			
10/28/95	no time	Mitchell Reese	Crestone	(719)256-5333
COMMENTS:	For about one week, a lot of military aircraft have been flying over the Crestone area. They are not always flying too low, but are definitely flying quite frequently. He left a message with the ANG.			
10/31/95	12:50p.m.	Mary Courier	Wetmore	(719)784-3160
COMMENTS:	Four C-130 aircraft of Peterson AFB flew over the Greenwood area near Wetmore. They were flying due north and extremely low.			
10/31/95	2:30p.m.	Melinda Brice	P.O. Box 443 Moffat, CO 88143	(719)256-4403
COMMENTS:	Two F-16s were flying north to south directly over her house (which is 1/4 mile from Moffat School), one almost as low as the telephone pole. It was such a loud noise that it spooked the horses; it's a good thing she wasn't on one.			
10/7/95	no time	Gail Holbrook	P.O. Box 20 Bonanza Villa Grove, CO 81155	(719)655-2245
COMMENTS:	Several (3 to 5) low flying military jets were flying very low, up to 500' AGL, west to east. The were so loud that they had an enormous startle effect. She called the ANG. She is the mayor of Bonanza.			
11/15/95	3:22p.m.	Gail Spitzfaden	9 Granada Westcliffe, CO 81252	(719)783-9698
COMMENTS:	Two C-130s flying from south to northeast at about 300' AGL. So low that the townhomes shook. They flew right over the townhomes.			

11/15/95	3:22p.m.	Heidi McLean	821 CR 1-A Cotopaxi, CO 81223	(719)942-4664
COMMENTS: Two C-130 military planes flying from south to northeast at 3 - 400' AGL, very low and loud over the town of Westcliffe.				
11/15/95	3:22p.m.	Christy Shy	278 Blue Grouse Cir. Westcliffe, CO 81252	(719)783-2521
COMMENTS: Two C-130 military aircraft flying from south to north, then east at about 3 - 400' AGL. Very low and loud through town almost over their business.				
11/15/95	3:22p.m.	Sheri L. Crawford	P.O. Box 215 Westcliffe, CO 81252	(719)783-0219
COMMENTS: Two C-130 military cargo planes flew from the south in a northeasterly direction, very low and loud directly over the eastside of the town of Westcliffe.				
11/15/95	3:20p.m.	Walter Terrell	55440 HWY 69 Westcliffe, CO 81252	(719)783-2207
COMMENTS: Two C-130 cargo planes flew just behind his house from the south heading northeast toward Peterson AFB. He called ANG and they said they cannot do anything about it. He also called the FAA. They were flying at about 100' AGL.				
11/15/95	3:20p.m.	Elinora King	9 Granada Ct. Westcliffe, CO 81252	(719)783-9911
COMMENTS: Two big military aircraft flew right over the townhomes very low and loud.				
11/15/95	3:21p.m.	Carl Bierdeman	685 Spread Eagle Dr. Westcliffe, CO 81252	(719)783-9310
COMMENTS: Was in town of Westcliffe and observed two C-130 military planes flying from south to northeast at about 3 - 400' AGL, low and loud.				
11/15/95	3:20p.m.	Patti Schultz	56489 HWY 69 Westcliffe, CO 81252	(719)783-9146
COMMENTS: Two cargo planes flying south to north then east, very low and loud; at 300' AGL				
11/15/95	3:21p.m.	Gene Bontrager	Westcliffe	(719)783-9538
COMMENTS: Heard a loud aircraft, stepped outside and observed two C-130s flying from the south heading north then east. They were at about 3 - 400' AGL, no higher, and were flying right over the town of Westcliffe, over his business.				
11/15/95	3:20p.m.	James Bryant	Westmore	(719)784-9337
COMMENTS: Two C-130 military aircraft flew from the south over the town of Westcliffe at 3 - 400' AGL, then headed east at the same low level. (He is a pilot).				
11/15/95	3:22p.m.	Jenny West	Westcliffe	(719)783-9401
COMMENTS: Two C-130 military aircraft flew from south to northeast, so low and loud that it totally interrupted her telephone conversation. They flew right over Silver Cliff.				
11/17/95	11:05a.m.	Bruce Batting	Rye, CO	(719)489-2859
COMMENTS: Two F-16s flying at 3 - 400' AGL very low and loud; coming from southeast heading northeast. He will call the Guard and FAA. One mile west of Rye, two miles from Greenhorn Mountain.				
11/19/95	10:00a.m.	Gene Bontrager	Westcliffe	(719)783-9538
COMMENTS: He was in church when he heard a loud aircraft; he went outside and witnessed two C-130 military aircraft flying from west to east at about 300' AGL				

11/19/95	10:00a.m.	James Bryant	Westmore	(719)784-9337
COMMENTS: He saw a C-130 or smaller twin engine military aircraft (maybe a King Air, but definitely military) flying too low; no more than 1,000' AGL. (He is a pilot).				
12/3/95	10:25a.m.	Mady Bell Lakish	Crestone	(719)256-4531
COMMENTS: She observed a very low flying military aircraft; very disturbing. She called the Guard.				



COLORADO AIR NATIONAL GUARD
HEADQUARTERS 140TH FIGHTER WING
BUCKLEY AIR BASE, AURORA, COLORADO

1 April 1996

Colonel Wayne L. Schultz
140WG/CV, Stop #21
140 S Aspen St
Buckley ANGB CO 80011-9544

Robert M. Senderhauf
Custer County Action Association
PO Box 552
Westcliff CO 81252-9902

Dear Mr. Senderhauf:

I received both of your letters regarding noise complaints and appreciate your concerns. LTC Buckingham, along with his staff, has attempted to research all complaints as thoroughly as possible with the information provided. Since many of the complaints were not previously known, considerable effort was required to respond adequately to each incident. I apologize for the delay, but it was important to do this right. The results of our research follow:

Of the 75 complaints mentioned over the ten month period, 38 involved C-130 transport aircraft. As you know, these aircraft operate independently of the Colorado Air National Guard and do not schedule nor require special use airspace in order to fly in accordance with Federal Aviation Regulations. We assume a majority of C-130 activity is associated with the Reserve unit at Colorado Springs. We have relayed all appropriate information to Major Debra Gill, the Public Affairs Officer. I encourage citizens who have specific complaints involving C-130s to direct those to Major Gill at (719)556-4117.

Six complaints are associated with helicopter activity. These aircraft operate independently of the Colorado Air National Guard and do not schedule nor require special use airspace in order to fly in accordance with Federal Aviation Regulations. We referred these incidents to Fort Carson Public Affairs, LTC Bridges, and the Colorado Army National Guard. We will continue to advise these units when we receive concerns relative to helicopters. LTC Bridges' office can be contacted directly at (719)526-3420.

Of the 31 complaints involving F-16s, other military, or unidentified aircraft, 12 occurred independent of 140WG flying activities and without the scheduling of special use airspace. Ten occurred while training missions were being flown by the 140WG or other users scheduled in special use airspace. Available information relative to each of these complaints follows:

1. 5-23-95. Complaint: Between the hours 0858 and 1205, 34 over-flights varying from loud to extremely loud took place in and around the San Luis Valley and over the Sangre de Cristo Mountains. Caller has sent a detailed description (too detailed to list here) including direction, etc, of these numerous military jet sightings during this time.

Response: One complaint was received from Mrs. Jagel on that day regarding an F-18 flight. La Veta MOA was scheduled for 140WG usage between 0900 and 1030. Four F-16s operated in the MOA above 13,000' MSL and at Airburst Range during this time.

2. 6/24/95. Complaint: Two low flying military aircraft; horse ran through the fence incurring \$2500 in vet bills.

Response: The 140WG did not fly on this day nor was airspace scheduled for use by others. No complaints were received at Buckley.

3. 6/27/95. Complaint: Low flying military aircraft, 200-400' AGL, flying on west side of Hwy 17. Time: 1702.

Response: Two 140WG F-16s flew VR 413 during this time. Pilots stated they adhered to all altitude restrictions. No complaints were received at Buckley.

4. 6/29/95. Complaint: Loud, low flying aircraft; woke them up in the middle of the night. Time: 2358.

Response: The 140WG did not fly during this period nor was airspace scheduled for use by other units. No complaints were received at Buckley. No airspace usage is scheduled between 2200-0700.

5. 7/12/95. Complaint: Two jets flying 500' AGL. A friend saw three Stealths fly through on another date. Time: 1110.

Response: 140WG had no aircraft airborne after 1043 on this morning. Airspace was not scheduled for any other users. No complaints were received at Buckley.

6. 8/10/95. Complaint 1: Two military jets (together) flying east to west over Spanish Mountains; they were definitely out of MTR and were very fast and loud. Time: 1000. Complaint 2: Two new fighter jets flew over the top of the San Isabel range at approximately 2000'. Time: PM.

Response: The 140WG flew a four-ship flight in the morning and again in the afternoon on this day. Both missions refueled in AR643 (FL220) and proceeded to Airburst Range where their minimum altitude was 13,000'. Neither flight flew in the areas described. Current ANG directives prescribe 2000' AGL as the minimum altitude over designated wilderness areas.

7. 8/16/95. Complaint 1: Military jets have been flying around over Mt Blanca between Crestone and San Luis off of Hwy 160 all morning; all summer, in fact. Huge sonic boom too. Complaint 2: Sonic boom, so loud it shook the whole house.

Response: The 140WG flew AM and PM missions on this day in La Veta MOA. However, Air Force SR-71s flying research missions out of Edwards AFB CA were flying routes over Colorado on 16, 23, 24 and 29 August 1995. These types of missions will be flown in the future and sonic booms may be experienced.

8. 8/24/95. Complaint 1: Huge sonic boom shook the house and shook up the people. Time: 2200. Complaint 2: Heard huge sonic boom; could not identify aircraft flying south to north as it was night time. It was the third one this week. Time: 0947.

Response: No 140WG aircraft flew on this evening and no airspace was scheduled for other users. The 140WG does not fly between 2200 and 0700. See response for item #7.

9. 8/29/95. Complaint 1: Huge sonic boom; it shook up the whole house and the people. Time: 1025. Complaint 2: Huge sonic boom, this is getting to be a regular occurrence; she will call the 800 numbers. Time: 1025. Complaint 3: Huge sonic boom. Time: 1130. Complaint 4: Major sonic boom; it's been happening a lot lately. Time: 1025. Complaint 5: Ongoing sonic booms; has been going on since 8/16. Are they legal? Time: not given.

Response: 140WG had no aircraft in the area at 1025. FAA reported an SR-71 overflew this area at 60,000' at 2.5 mach. Three complaints were reported to Buckley from several locations in the state consistent with the flight track of the SR-71. See response for item #7.

10. 9/28/95. Complaint: Was hiking in southern part of Sangre de Cristo range with two others at 11,800'. The first military plane flew west to east through Raspberry Canyon at 11,700'. Second fighter plane flew south to north at 12,000'. At their lowest, both planes flew as low as 50 - 100' AGL, but not higher than that. Very fast, loud and startling. Time: 1000.

Response: The 140WG flew that morning with first take offs at 0950, making this complaint outside our scope of flying time. Also the routing of the aircraft on this day was outside the complaint area.

11. 10/6/95. One individual, three complaints. Complaint 1: F-16 flying SE to NW about 2,000' AGL, but definitely outside MOA. Complaint 2: Sonic boom at 2:43 pm - very loud and disturbing. Complaint 3: Two F-16s flew SW to NE over the Baca Development, over his house. Time: 1143.

Response: This complaint was received at Buckley. LTC Buckingham spoke to the citizen and noted that they were able to answer his concerns. The 140WG did not fly this day. La Veta MOA and AR643 was scheduled for use by an active duty unit in support of the Air Force Academy.

12. 10/13/95. Complaint 1: Military plane flying loud, low and fast; sounded north to south. She called FAA. Time: 1310. Complaint 2: Military plane flying very low over her house and learning center. Time: 1315. Complaint 3: Four fighter planes flew so low over the new Sand Dunes swimming pool that she could see the bombs. Time: 1605.

Response: The 140WG flew with a first take off at 1544 and did not schedule any other units for airspace use during the first two complaint times. The third complainant left a message at Buckley. She described two incidents, one during the early time and the second complaint with a time of 1656. She did not leave a phone number. A four-ship was scheduled and flew on VR 413 from 1555-1610. Altitude restrictions were adhered to.

13. 10/28/95. Complaint: For about one week, a lot of military aircraft have been flying over the Crestone area. They are not always flying too low, but are definitely flying quite frequently. He left a message with ANG. Time: no time.

Response: No complaints were received that week. An Air Force Reserve unit used the airspace that week for an Operational Readiness Inspection. This increased the usage for that particular week. All of the flying was above 13,000'.

14. 10/31/95. Complaint: Two F-16s were flying north to south directly over her house (which is 1/4 mile from Moffat school), one almost as low as the telephone pole. It was such a loud noise that it spooked the horses; it's a good thing she wasn't on one. Time: 1430.

Response: LTC Buckingham received her complaint and responded. The 140WG had two F-16s that flew VR 413 on this day. They adhered to altitude restrictions.

15. 10/7/95. Complaint: Several (3 to 5) low flying military jets were flying low, up to 500' AGL, west to east. They were so loud that they had an enormous startle effect. She called the ANG. She is the mayor of Bonanza. Time: no time.

Response: No complaints from this individual were received at Buckley. Without more specific data, we cannot provide a meaningful response.

16. 11/17/95. Complaint: Two F-16s flying 300-400' AGL very low and loud; coming from southeast heading northeast. He will call the Guard and FAA. One mile west of Rye, two miles from Greenhorn Mountain. Time: 1105.

Response: This complaint was received but could not be returned without a phone number. The 140WG aircraft were flying missions for Close Air Support on this day and maintained a minimum altitude of 1500' AGL.

17. 12/3/95. Complaint: She observed a very low flying military aircraft, very disturbing. She called the Guard. Time: 1025.

Response: The 140WG did not fly on this day nor was airspace in this area scheduled for other users. No complaints were received at Buckley.

18. 12/15/95. Complaint: Two military aircraft flew 50' AGL, two times the height of the power lines near her house over Saguache County. Time: 1300.

Response: The 140WG did not have any aircraft airborne within two hours of the reported time. No airspace was scheduled for other users. No complaints were received on this day.

19. 1/16/96. Complaint: Report a very low flying military jet aircraft. Time: 1430-1500.

Response: the 140WG had two aircraft flying during this time. Pilots adhered to altitude restrictions.

20. 1/17/96. Complaint: Huge sonic boom; the sky was very overcast, she could not see anything (heavy snow). Time: 1330.

Response: The 140WG did not fly during this time period due to weather nor was airspace scheduled for other users. The SR-71 overflew Colorado this date.

21. 1/21/96. Complaint: He observed four passes, two at 12:30 pm and two at 12:38 pm. At 12:30, one flew over Crestone/Baca at 300' AGL; the second at 600' AGL. He could see the letters CR on the tail. Eight minutes later, two more flyovers at about 700-800' AGL. Time: 1235.

Response: The 140WG did not fly nor schedule any airspace use on this day. No complaints were received.

22. 2/24/96. Complaint 1: Military aircraft flying very low over the Baca. Time: 1130. Complaint 2: Military aircraft flying very loud low and fast over #191 Cascade overlook/Baca Grande. Time: 1130.

Response: The 140WG landed all AM missions an hour prior to complaint. There was no flying in the afternoon. No airspace was scheduled for other users and no other complaints were received.

In summary, during this ten month period, ten of the 75 noise complaints reported were associated with the 140th Wing or operations scheduled in 140th Wing controlled special use airspace. The 140th Wing flew over 2,600 sorties during this same ten month period. It must be understood that training is still being conducted in the airspace and aircraft will continue to be seen and heard at times. Tolerance for jet aircraft varies greatly and maneuvers at prescribed altitudes may be considered a disturbance by some. Our goal is to further reduce this number toward zero and with your help we hope to do so. We will also continue to work to mitigate other activities in the area; however, because the majority are not directly within our ability to control, some level of activity will continue independent of special use airspace operations. Thank you for making it possible for us to identify trends and to measure the level of success in our attempt to minimize the impact of our operations on the community.

We are aware of the impact of supersonic flight. It is a special interest briefing item for pilots and will continue to be an emphasis area. We have talked with Denver

Colorado's stealth economy

Secret satellite plants spend billions, employ thousands

Details emerge on state's role as key spy hub

By ALAN BUCKENSON

COLORADO'S RISING ROLE in the U.S. reconnaissance mission has "beamed billions of intelligence-budger dollars into the state and taken the economy to new heights."

A glimpse into the Front Range spy picture is a picture of an expanding soup-to-nuts intelligence community that builds spy facilities, provides training, and feeds the globe from space and feeds the nation's espionage juggernaut with the means of information judgment.

The state's network of intelligence spy facilities stretches from Colorado Springs to Greeley, employing tens of thousands of people and injecting billions of dollars into the Colorado economy each year.

So much money flows from U.S. intelligence coffers, in fact, it can be argued the deep pockets of the Pentagon provide a hidden ballast to an economic strength that has perplexed local experts.

Conservative estimates suggest the business of secretly watching and listening to the world infuses Colorado with a large chunk of the \$28 billion annual intelligence budget.

The amount of the black budget — government spending devoted to intelligence and cloak-and-dagger work — that flows into Colorado each year arguably could reach \$3 billion. Add the \$4.5 billion the Department of Defense spends on intelligence in Colorado in 1995, and it becomes clear military money powers a huge portion of the state's robust economy.

Pentagon observer John Pike of the Federation of American Scientists in Washington, D.C., says Colorado is a candidate for the second-highest concentration of intelligence activity in the nation, behind only the Byzantine spy network surrounding the nation's capital.

"Basically, the bulk of the money that doesn't

leak out of the state into the Front Range economy. If the funding continues, our business climate likely will remain hotter than a pistol. But we'll pay a price because all the problems brought on by the current growth spurt will be magnified in the years ahead. If the spending levels drop or vanish, we'll be back in a good old-fashioned Colorado. See **INSIDE** page 27A

Cloak-and-dagger work carries risk to state

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WARNING

It is unlawful to enter this area without permission of the Installation Commander. See, at Internal Security Act of 1950, in U.S.C. 1861.

While on this installation all personnel and property under their control are subject to search.

BUCKLEY ANG BASE MISSISSIPPI GATE

Colorado's secret economy begins at the guardpost to each place as Buckley Air National Guard Base and ends at the gates of so-called "black" military subcontractors.

This week: A DBJ investigative report

- CIA chief is trying to overhaul a secret empire that has come under fire. **27A**
- Map: Overview of state's spy role. **24A-25A**
- Map: Overview of Air Force colonies in high-profile CEOs, how are the key players. **28A**
- Options: Time to unveil the secret economy, growing up with the Cold War. **44A-46A**

Black' dollars rev up growth

By ALAN BUCKENSON

AFTER WORLD WAR II, the federal government pumped billions of secret Cold War dollars into Rocky Flats, Cheyenne Mountain and Martin Marietta, transforming the Front Range into a major defense center.

Today, billions more "invisible" federal dollars appear to be laying the groundwork for Colorado's economy in the coming decades.

Exact numbers on "secret" spending for intelligence and defense in the state are kept under wraps. But expert estimates place it as high as \$3 billion a year, or 10 percent of the total federal budget for "black" or secret intelligence efforts.

Those dollars could be employing 10,000 to 15,000 workers, many of them technical or professional people earning more than \$50,000 a year.

Here's what \$3 billion a year of government spending on intelligence-gathering in Colorado might mean in terms of the state's civilian economy:

- Construction of a new Denver International Airport, the largest public works project in the region's history, every year, without the baggage system.
- All of the spending on tourism that takes place at ski resorts, summer festivals, restaurants and other destinations, year after year.
- The equivalent of nearly two Adolph Coors Cos., minus the alcoholic content.

Space defense and intelligence spending, has in turn, spawned one of the country's premier information technology corridors, said Dave Bamberger, an economic consultant specializing in defense issues with David Bamberger & Associates in Colorado Springs.

See **INSIDE** page 23A

INSIDE

BANKING	23B-25B	21A
COMMERCE	26B-28B	44A-46A
HOSPITALITY	29B-31B	37A
REAL ESTATE	32B-34B	38A
RECORD	35B-37B	39A
TECHNOLOGY	38B-40B	18A
TOP 25 LIST	41B-43B	22A

the SR-71 flights out of Edwards AFB CA. They do overfly Colorado periodically at a very high altitude and at speeds in excess of Mach 1. All sonic booms reported in the above incidents were associated with SR-71 flight profiles. The Denver Air Route Traffic Control Center is interested in knowing about the impact of these flights. You may call Mr McConnelloughue at (303) 651-4343 to provide feedback.

It is our intention to maintain open communication with any citizens associated with Colorado Airspace. We in the Colorado Air National Guard are always available to answer questions. If the personnel at the numbers I gave you above are not meeting your needs, please ask for our help through the toll free number for Colorado airspace or through LTC Buckingham's office number. It is not our intent to avoid responding to airspace noise complaints; we would like you to be able to speak directly to the other agencies if you choose. Thanks again for the data you have provided. It is only with detailed information that we will be able to effect change. Let me know through LTC Buckingham or the 140WG Commander's office if we can provide additional assistance.

Sincerely

Wayne L. Schults

WAYNE L. SCHULTS, Colonel, COANG
140WG Vice Commander

IMPACT

Continued from page 1A

And it's probably the only growth industry in a shrinking Pentagon budget. The General Accounting Office reported last year that the Department of Defense will spend \$70 billion during the next five years on space-related military and intelligence programs.

Even though critics are calling for a trimming of bloated intelligence budgets, the Pentagon estimates that spending for space-related programs will grow by 15.4 percent by 1999, according to a report by the Congressional Budget Office.

The Department of Defense admits to spending \$4.5 billion in Colorado last year. That figure does not include the estimated \$3 billion in "black" projects.

Hidden federal spending also may have an economic puzzle. State economies have scrambled to explain why tax revenues were way above their predictions, why the state has grown far more robustly than expected, and why the recovery, although slowing, keeps on going like the Energizer Bunny.

Each time a different explanation comes out — California migration, public works spending, home construction, exports, even the Rocky Mountain lifestyle. But a hidden cause may be Colorado's stealth economy.

Such things also might explain why the metro Denver unemployment rate today is at 3.5 percent despite massive layoffs over the last few years by such big players as U.S. West, Storage Tek, or why many of the state's small, emerging technology companies are finding that software engineers are in short supply.

In September 1994, for example, the Colorado Legislative Council predicted the state unemployment rate in 1995 would be 5.3 percent. The rate actually averaged 3.9 percent, a difference of around 26,000 jobs. Intelligence spending could well have made up a large portion of the difference.

If the stealth economy were creating thousands of jobs, it might explain the state's very tight apartment, industrial and office markets and sharply higher-than-expected construction spending. The value of non-residential building in Colorado was 49 percent higher in January of this year than the previous January.

Tim Sheesley, regional economist with the Denver Regional Council of Government, said it was much easier for economists to pin down what was behind the growth spurt in the early 1990s. This recovery is different.

Sheesley said that secret intelligence jobs might be having the same strong spinoff effect that nuclear workers at the Rocky Flats Weapons Plant had in the 1950s and 1960s.

Such jobs are desirable economically because they bring in outside money and create between 2.5 to three additional jobs each. Hidden spending could also help offset the loss in other military payrolls. The traditional military has cut jobs and continues to cut. From 1989 to 1994, the state lost 29,274 direct and indirect defense-related jobs worth \$1 billion in payroll, according to the Office of Statewide Defense Initiatives.

But by replacing \$14,000 a year in military pay and training with highly paid telecommunications engineers and other technical types earning five to six times as much, the state economy might be much stronger than it appears to be.

Jobs that require security clearance pay much more than those lost at Lockheed Air Force Base or Fort Carson in the civilian job market, technology workers earn \$40,000 to \$50,000 a year. But a security clearance can easily double the salary of a typical technology worker to the \$100,000 a year range.

A case study

The dichotomy between military jobs cuts and growth from the stealth economy shows up dramatically in Arapahoe County and its

Making sense of 'black' dollars

more conservative estimate might be 10,000 to 20,000. (Our calculations don't account for

Colorado technicians doing work at Fort Meade in Maryland or other secret facilities, nor does it account for consultants who work in Colorado but whose funding comes from facilities located outside the state.)

Money can be hidden in other ways. Lockheed Martin received \$1 billion for its defense work in Colorado in 1995, and it typically reports spending as much as all other Colorado defense contractors combined. But in the 1970s and 1980s Martin received \$1 billion to develop the top secret

Lacrosse satellite and none of that money was ever disclosed to the public, according to author Jeffrey Robinson.

It is probable that other secret satellite projects with comparable budgets are under way at the Waterton Canyon complex.

Hughes employs 1,250 and TRW Data Technologies has another 570 workers at the Aurora CenterTech Business Park just west of Buckley. Both companies are conspicuously absent from a Department of Defense roster of contractors awarded in fiscal 1995, but getting money to meet the payroll apparently is no problem.

Defense dollars

According to non-classified reports, a list of top Colorado

Air Force contractors in 1995

Contractor	Value of contract
Lockheed Martin Corp.	\$1,200 ml.
Kennedy Corp.	\$838 ml.
Boeing Co.	\$528 ml.
IBM	\$23.5 ml.
Swanton & Walling Co.	\$22 ml.
PRC Inc.	\$21 ml.
TRW Inc.	\$14.8 ml.
Boeing Co.	\$11.3 ml.
Eastern Bell Joint Venture	\$11 ml.

Source: Department of Defense, Office of Procurement

Colorado's STEALTH ECONOMY

By ALDO STAUD

WHILE OFFICIALS admit that Colorado receives plenty of "black" intelligence money, finding out how much can seem like a mission impossible.

The fact that the majority of the intelligence money comes from a 1994 congressional bill that placed intelligence spending at \$28 billion.

Intelligence experts contacted for this report place Colorado second in line for receiving those dollars, making a 10 percent share a reasonable estimate.

The experts suggest that about \$1 billion of the estimated \$3 billion comes from the National Reconnaissance Agency, the nation's spy satellite agency. Defense Department spending makes up much of the balance.

If secret spending in the state were to follow the same pattern as non-classified spending about 50 percent or \$1.5 billion would be spent on personnel costs and the other \$1.5 billion would go for construction, equipment and other products.

The Defense Department's public figures put average wages at about \$30,450 but checks for 30,000 active duty and civilian employees.

Of some \$9.6 billion that the U.S. Air Force spent on outside research and development contracts, much of it space related. Colorado got \$1 out of every \$10.

Some of that money shows up in small contracts to a multitude of companies developing cutting edge technology.

Tom Clark, president of the Boulder Chamber of Commerce, said some Boulder high technology firms receive defense money. The country claimed \$85 million in defense contracts, but had only about 120 direct defense employees.

Although big contracts to Ball Corp. and IBM, the majority of the country's defense economy, aren't as large as in past years, the county has an active roster of companies receiving small grants.

Those grants are real quiet about their stuff, because it is military spending. Clark said, but the Pentagon spends money here because of the secret weapons projects, something the Air Force has actively promoted in recent years.

In just two years technology transfer from Air Force labs has jumped from 45 to 200, and we're making 26 dual use projects," Lt. Gen. Patrick Canavan, vice commander of the Cent. Patrick Canavan, said last summer in a speech in Colorado Springs.

Unlike the legacy of the Flats and Arsenal, the technology is less environmentally damaging and less intrusive. Satellite signals don't have the half-life of plutonium or the toxicity of nerve gas and pesticides.

But while the region eagerly welcomed the much more damaging defense spending 50 years ago, it could hardly be turning its back on the current spending.

Governments may not be willing or able to cover the infrastructure costs needed to fund the highways, schools, water and sewer systems. A general rejection of growth could nip the intelligence boom in the bud. And other states, such as Ohio and Alabama, are eager to take any high tech space work Colorado can't or won't support.

"We have to be very diligent or some of the roles and missions will be taken to other states," said Joel Heffley, R-CO, who represents El Paso County, headquarters to the nation's space defense command.

More civilian uses

Unlike plutonium ingesters, satellite pictures are an easier sell.

While economic development officials continue to struggle with the economic conversion of Rocky Flats and traditional bases like Lowry, space defense and intelligence agencies rely heavily on the private sector.

Companies once they develop the technology, may find ways to market it in the civilian sector. The military has also spent heavily on global positioning technology, and the area stands to benefit.

For example, in 1995, the Air Force spent more on research and testing contracts with defense companies in the state than on pay-

THE NEW MILITARY IN

Colorado is a major hub in the nation's

TECHNOLOGY

Lockheed Martin Corp. builds much of the \$225 mil-

lion to \$310 million Titan IV, the U.S. govern-

ment's highly classified pay-

load, in a 40,000-

lb. clean room at

the Waterton Canyon

facility. The defense constructs the first sec-

ond and Lemaire stages of the 204-foot-long

rockets on the sprawling campus south of

Denver. Lockheed Martin holds the contract

to build 41 Titan IVs by 2003 to fill its

\$13.2 billion agreement

Titan IV

Lacrosse

DSP

Keyhole

MILSTAR

Radomes

Trumpet

Ball Corp.

Hughes Aircraft Company Inc.

Lockheed Martin Corp.

Key-Private

Ball Corp.

Hughes Aircraft Company Inc.

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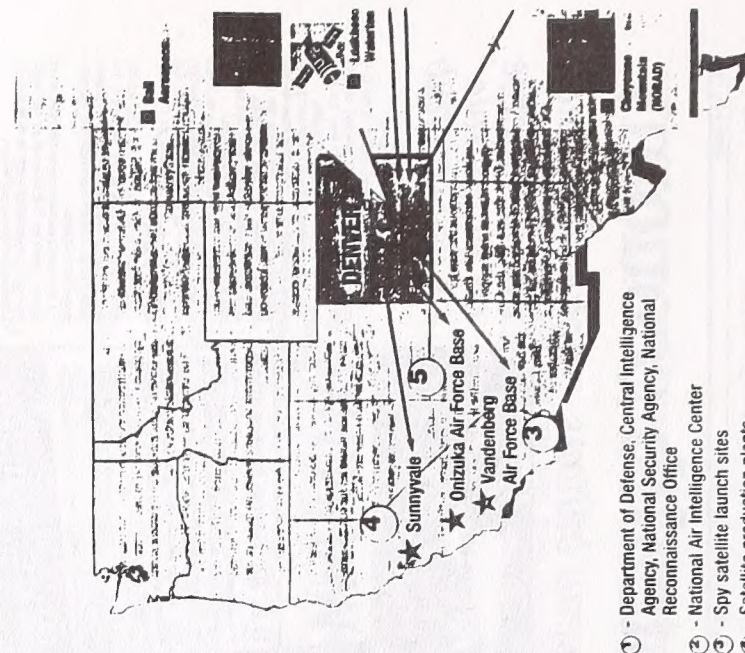
Key-Private

Ball Corp.

Hughes Aircraft Company Inc.

Lockheed Martin Corp.

Key-Private



- 1 - Department of Defense, Central Intelligence Agency, National Security Agency, National Reconnaissance Office
- 2 - National Air Intelligence Center
- 3 - Spy satellite launch sites
- 4 - Satellite production plants
- 5 - Satellite control facility
- 6 - Key-Private

Lockheed Martin Corp.

Lockheed Martin Corp. employs more than 7,000

defense contractors in the

state's impressive list of

contractors, including Aeron-

autics, a major part of

the company's effort to

expand in America.

Lockheed Martin Corp. is based in

Bedford, Mass., the unit of Hughes Aircraft Com-

pany Inc. keeps a tight lid on the 212,000-square-foot

building, but sources report the operation provides soft-

ware expertise for the Air Force's Aurora program. A

Hughes spokesman said 1,250 people work at the

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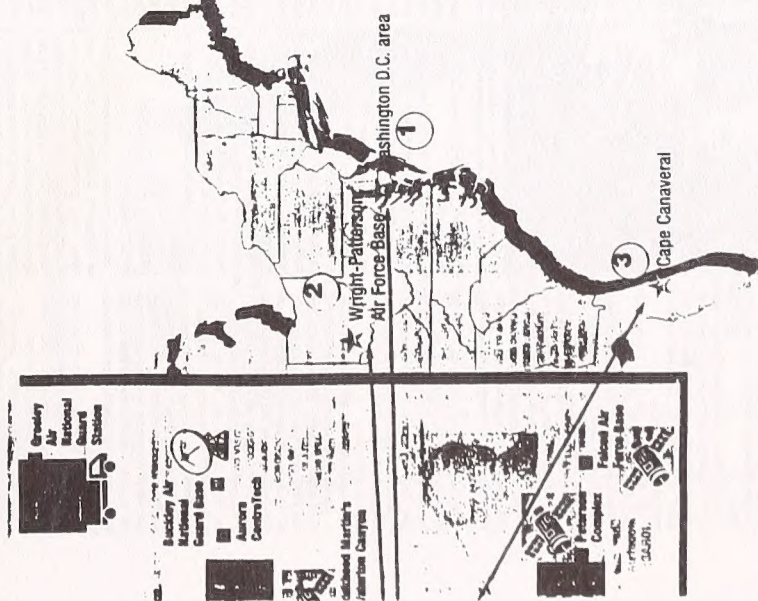
Keyhole

Keyhole is based in

Bedford, Mass., the unit of Hughes Aircraft Com-

INDUSTRIAL COMPLEX

on a \$28 billion a year stealth economy



CONTRACTORS

bounced back by zeroing in on optics and antennas. Things got so bad the company was for sale in 1994. By mid-1995, however, the company had secured a \$15 million contract to build a new radar system for the U.S. Navy's Aegis missile cruiser. The company is currently involved in the design and construction of a new radar system for the U.S. Navy's Aegis missile cruiser. The company is currently involved in the design and construction of a new radar system for the U.S. Navy's Aegis missile cruiser. The company is currently involved in the design and construction of a new radar system for the U.S. Navy's Aegis missile cruiser.

Kaman Corp.
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MILITARY BASES

Buckley ANGB

Perched near the edge of the National Guard Base stands the center of the nation's early warning intelligence efforts and a multimillion-dollar facility that has earned the base the title of "the bulk of the early warning intelligence efforts." The bulk of the early warning intelligence efforts is housed at the Buckley Air National Guard Base. The base is currently involved in the design and construction of a new radar system for the U.S. Navy's Aegis missile cruiser. The base is currently involved in the design and construction of a new radar system for the U.S. Navy's Aegis missile cruiser.

Greeley ANG

The Greeley Air National Guard Station, nestled against the Greeley-Weld Airport, houses the Air Force's only mobile space warning unit. The 13th Space Warning Squadron monitors missile launches and nuclear detonations from tractor-trailer trucks, sending the data to Cheyenne Mountain.

Peterson Complex

If it happens in space, the operations that make up the Peterson Complex know about it. The complex in Colorado Springs covers Peterson Air Force Base, U.S. Space Command, Cheyenne Mountain and North American Aerospace Defense Command (NORAD). The sprawling operation employs more than 10,000 military and civilian workers with a payroll of \$550 million a year. Formed in 1982, the complex tracks a very specific in-space target: a satellite. It monitors commercial satellites, potentially damaging space debris and enemy spy satellites.

Falcon AFB

Falcon Air Force Base, located east of Colorado Springs, is the home of the 50th Space Wing, the Ballistic Missile Defense Organization and the Space Warfare Center. The base is currently involved in the design and construction of a new radar system for the U.S. Navy's Aegis missile cruiser. The base is currently involved in the design and construction of a new radar system for the U.S. Navy's Aegis missile cruiser.

The Players

Joseph Ashy

Gen. Joseph W. Ashy, Peterson Air Force Base, Colorado Springs — A former Air Force Academy graduate, Ashy now shoulders three major military titles — commander in chief of the North American Aerospace Defense Command (NORAD), commander of U.S. Space Command as well as commander of the Air Force Space Command.

Norman Augustine

Norman R. Augustine, CEO, Lockheed Martin, Bethesda, Md. — As CEO of Lockheed Martin, Augustine leads the largest defense and aerospace conglomerate in the United States. One year ago, he merged Lockheed Martin with Martin Marietta to create a powerhouse with 165,000 employees and \$23 billion in sales in 1994. The director stepped Augustine to be CEO starting Jan. 1, 1995.

Tommy Brazie

Col. Tommy L. Brazie, director, Titan System Program Office, Los Angeles Air Force Base — Brazie took control of the Titan System Program Office in 1995 after 23 years in the Air Force.

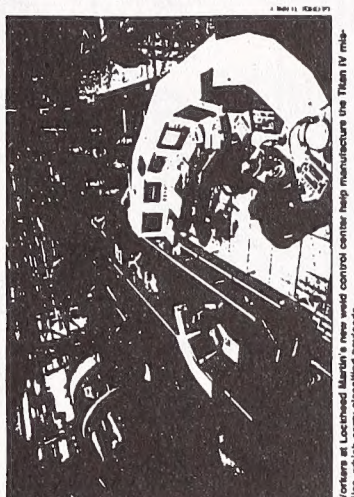
Duane Deal

Col. Duane W. Deal, commander of the 2nd Space Warning Squadron, Buckley Air National Guard Base, Aurora — As commander of the 2nd Space Warning Squadron, Deal oversees the detection of missile launches and nuclear detonations, placing that data in the hands of the 24th NORAD Region Command at Aerospace Defense Region Command at Aerospace Defense Region Command at Aerospace Defense Region Command.

John Deutch

John M. Deutch, director of Central Intelligence, Washington, D.C. — Deutch heads all U.S. intelligence efforts. He took over the CIA in May 1995, after serving as director of the National Security Agency and undersecretary for acquisition and technology. He developed his vision as he worked

Colorado's STEALTH ECONOMY



Workers at Lockheed Martin's new missile control center help manufacture the Titan IV missile, which carry classified payloads.



An aerial shot of Buckley Air National Guard Base reveals the layout of the Denver area's largest military installation.

The Players

on a score of White House and defense players. He extends to streamline relationships between the world's premier military power with superior information weaponry.

Donovan Hicks

Donovan B. Hicks, president and CEO of Ball Aerospace & Technologies Corp., is a former Air Force officer who now heads Ball Aerospace's two primary divisions — telecommunications and products and systems. Those divisions form the nucleus of Ball's satellite operation, which supposedly makes the most advanced of spy satellites.

James McNally

James W. McNally, president, Lockheed Martin Aerospace, Denver — McNally is a former Air Force officer who now heads Lockheed Martin's aerospace division, which supposedly makes the most advanced of spy satellites.

His team of more than 3,500 employees in Denver, San Diego, and other defense sites, crafts one and a half million military space systems, space launch vehicles for companies and the government, and strategic systems for the Department of Defense. In 1993, McNally's team designed the company's first in-house equipment for the missile.

Glen Moorhead

Brig. Gen. Glen W. "Woody" Moorhead III, commander, 50th Space Wing and Space Warfare Center, Falcon Air Force Base, Colorado Springs — As chief of the 50th, Moorhead manages 3,000 military and civilian employees who support more than 90 communications, navigation, surveillance and weather satellites valued at more than \$40 billion. The Space Warfare Center develops ways to apply space-based capabilities to military operations supporting front-line soldiers.

John L. Woods, general manager of TRW Data Technologies Division, Aurora — From Massachusetts, Woods is a computer scientist who oversees TRW's classified operations in Aurora. Using its high-tech software, TRW develops and improves information from spy satellites.

Barton TRW nabbed Woods, he was chief scientist for a Los Angeles defense group he founded. Woods has been in the Denver area almost six years. He sits on the board of the Aurora Economic Development Foundation.

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From its Aurora CenterTech operation, TRW Data Technologies Division uses sophisticated software to gather and interpret secret information.

of Ball Corp. has boot-strapped production through classified government contracts. The 2,000-person offshoot of the Ball Corp. is quick to boast of its contributions to the Hubble telescope and to the Canadian Radar.

Sources, however, report it also has a large chunk of the Boeing Aerospace contract to build the next generation of spy satellites that combine optical imaging systems and all-weather radar sensors in one orbiter dubbed the "8."

Lockheed Martin officials decline to illuminate what happens in many of the facility's 80 buildings, opting instead to trumpet their impressive resume of space voyages. A tour provides up-close examinations of the Cassini space vehicle and the clean rooms where the massive engines for the Titan IV are assembled, but little information on the clandestine activities.

Internet traffic

Though the bulk of the nation's eyes and ears are honed on foreign soil, some critics worry the NRO — without restrictions from operating domestically — is playing the role of big brother.

"There is significant basis to believe that a lot of NRO operations are involved in intercepting all kinds of communications, including regular people's Internet access," said intelligence watcher Wirble.

The proliferation of cyberspace prompted the government to explore its limitations in a strategic assessment of the Internet prepared by the Office of the Assistant Secretary of Defense.

The report concludes, because of its increasing and widespread popularity, "The Internet is an increasingly important source of intelligence useful to the Department of Defense."

Colorado Internet pioneer Dave Hughes said it would be possible to spy on Internet traffic because of the sheer mass of communications. But critics sound a warning about the power of the U.S. intelligence machine.

"You've got to assume that all the U.S. is covered in this," Wirble said.

— Paula Moore, Aldo Stulda and Kevin Perrie contributed to this article

STEALTH

Continued from page 1A

Falcon Air Force Base

Colorado also is home to the next generation of warfare strategies, where soldiers in the battlefield can take advantage of real-time satellite imagery.

The unit stands ready to travel to global hot spots to provide early detection of missile launches and alert American troops and their allies.

The 137th, the first and only National Guard unit to take orders from the U.S. Air Force Space Command, was formed from the dismantled 4th Space Warning Squadron at Holloman Air Force Base in New Mexico.

Lockheed Martin

Lockheed Martin's sprawling Waterton Canyon facility, which opened 40 years ago as Martin Marietta's premier rocket factory, is a critical link in the nation's defense chain.

Once the birthplace of a fleet of ICBMs, or Intercontinental Ballistic Missiles, the plant currently turns out the Titan IV, the launch vehicle of choice for spy satellites, and crafts several other key components for the nation's intelligence gathering mission, including the Lacrosse satellite.

Pike reports the Lacrosse — a radar imaging satellite considered the nation's best all-weather intelligence tool — was developed in the Jefferson County plant. Though only two currently orbit the Earth, as many as four more of the \$200 million satellites are thought to be mobilized in Waterton Canyon.

Joe Lehman, Lockheed Martin's director of government affairs, reveals that while Waterton Canyon continues to carry the image of a "weapons" plant, less than 10 percent of its current production is geared toward building implements of mass destruction.

"It's a very important part of our national security," he said of the work going on inside the complex, "but it's not weapons."

Greely Air National Guard Station

Greely Air National Guard Station is the latest intelligence addition to Colorado's already crowded constellation of bases. The

STEALTH

Continued from page 1A

Pat Schroeder, a Colorado Democrat and 24-year member of the House Armed Services Committee, wouldn't give specifics about Colorado's spy economy, allowing only that it's quite large.

"It's mega-bucks, but I don't know what the final number is," she said. Intelligence-gathering officials confirmed a steady, strong flow of taxpayer dollars into the state's economy.

The government installations of Buckley Air National Guard Base in Aurora and the Peterson Complex and Falcon Air Force Base in Colorado Springs act as the eyes and ears of the nation, relaying information to the central brain clustered around the nation's capital.

The bases work in concert with defense contractors such as Lockheed Martin Corp., Hughes Information Technology Co., TRW Data Technologies Division, Kaman Corp., Loral Corp. and dozens of smaller specialty contractors, bringing thousands of high-paying jobs to the state.

Software engineers and systems analysts — already at the upper end of the pay scale — frequently pull down 25 percent to 30 percent more once they receive security clearance. An equivalent position without security clearance might pay \$45,000, compared with \$80,000 for the same job with clearance.

It all adds up to Colorado not only surviving the post-Cold War defense cuts, but thriving while other states are battered by base closures and military downsizing.

"It has become real clear that there is more or less an intention to make the Front Range a center of excellence in space intelligence and imaging," said Loring Wirble, a Colorado Springs writer who closely examines spy industry.

Schroeder plans to leave office at the end of 1996, explained Colorado's attraction has been the global position of Front Range real estate rather than its political pull.

"Location, location, location," he said. At a premium is Colorado's ability to receive signals from satellites orbiting high over Asia and Europe at the same time. The thin dry air at 5,000 feet above sea level also provides better signal reception.

Bill Sulzman, a Colorado Springs activist with Citizens for Peace and Space, highlights the Centennial State's central role in the

Colorado's STEALTH ECONOMY



An aerial shot of Buckley Air National Guard Base shows F-16 fighter planes on the ground. In the future, jet fleets will rely more heavily on information gathered by spy satellites.

Department of Defense's post-Cold War Pentagon shift.

"The base is the result because they prepare to flood the outer ring and a barren buffer zone between the fences, while camps blanket the area. Absent from sight are gun welding soldiers or pacing guard dogs.

In fact, the highly secured area, known to base employees simply as "behind the fence," doesn't much resemble a military base at all. Expensive cars cram the parking lot and long-haired, non-military types can be seen jogging at lunch.

Make no mistake, though, behind the fence six large radomes, a cluster of windowless buildings and what has been called the world's largest bank of electronic power generators make up a pivotal part of the nation's security mission.

Its traditional job, carried out by the 2nd Space Warning Squadron, is to monitor missile launches around the globe. The radomes collect information from Defense Support Program (DSP) satellites as part of the early warning programs run by the 21st Space Wing at Peterson Air Force Base.

The Air Force, however, shares the facility with a heavily cloaked operation run by what the Air National Guard simply calls "tenants."

It's the likely national spring powerhouse such as the National Reconnaissance Office (NRO) and the National Security Agency (NSA) are quite active inside the fence.

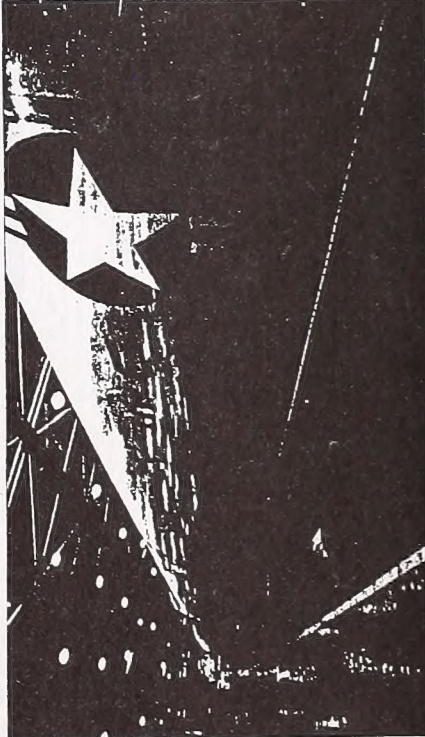
"The chocolate side of Buckley is going to have NSA, NRO, Air Force and a bunch of contractors," said spy watchdog Pike, explaining few people, even those intimate

Buckley Air National Guard Base

Buckley provides the clearest example of the Pentagon's information with the Front Range. With its proliferating radomes — enormous satellite dishes resembling enormous golf balls because of protective coverings — and its swelling work force, the base stands as the nation's primary download for early warning intelligence.

"Certainly Buckley is a major facility," said Jeffrey Ricketson, the author of numerous books chronicling America's spy satellites. "In terms of reconnaissance and surveillance, it's one of the major sites in the U.S. structure."

Dual barb-wired fences ring a central portion of the base.

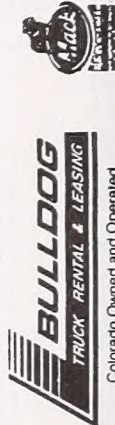


A Titan IV launch vehicle moves along the assembly line at Lockheed Martin's Waterton Canyon facility.

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If the answer to one or more of these questions is NO, it may be time to talk to *millennium associates*.

POSSIBILITIES

Date: April 29 — May 2, 1996
Location: Stapleton Plaza Hotel
3333 Quebec, Denver

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or immediate fax-back registration
Call 303-368-5111.

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Continued from page 3A

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DubroffDBJ@aol.com

Continued from page 1A

This stash is totally unsupervised; in

world," said Whitney.

For more information
Call 1-800-833-6644
Fax 603-888-9113

The giant "golf balls" — really a housing for satellite dishes — make it hard for Buckley Air National Guard Base to maintain a low profile.

1000

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RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

May 16, 1996

Gentlemen:

When government rules entirely by prerogative and only offers perfunctory explanations such as this EIS that you have offered it deserves, ^{and} will soon be changed.

The will of the local people has clearly said we do not want you here. That should be sufficient evidence.

It is outrageous that you ask us the reasoning!

If you should erroneously decide to break our relative peace ~~and~~ then will true resistance begin.

Very truly yours,

Ed Thornton

**WRITTEN COMMENTS FROM MEETING AT
AURORA, COLORADO, MAY 22, 1996**

Written Comment Form
ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 22 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: ROBERT L. WATERFIELD
TITLE/ORGANIZATION: _____
ADDRESS: 7346 CRANWELL DR BOULDER, COLO 80303
(Street) (City/State/Zip)

- COMMENTS -

I OBJECT TO THE WAY NOISE LEVELS ARE MEASURED. THE AVERAGING IS A MEANINGLESS NUMBER. THE NUMBER I AM CONCERNED WITH AS A PRIVATE CITIZEN IS THE AMOUNT OF DB I HEAR ABOVE AMBIENT. I RECOMMEND YOU SET UP MONITORING STATIONS IN SEVERAL LOCATIONS & PUBLISH CHARTS SHOWING ACTUAL db. MEASURED OVER A 30 DAY PERIOD.

Please hand this form to the staff, drop into the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

Although Ldn is called an "average," it represents the total sound occurring within a 24-hour period, and is often described as a "cumulative" measure of impact. It has been shown to properly account for individual loud events of the type that may occur with military aircraft operations. However, while Ldn measures the total effect of all events, it does not describe the sound level for individual events. Whereas the Draft EIS presented some descriptions of individual aircraft noise events, the Final EIS has been modified and now presents additional discussions of individual aircraft noise events and maximum sound levels that are useful to evaluate potential impacts.

Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Airspace Initiative.

Response to Comment No. 2

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

May 21, 1996

Program Manager, CAI EIS
ANGRC/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

I am submitting the following protest to the LaVeta MOA:

To the citizens of Southern Colorado, Wake Up!

The sky may be falling and you will be the first to hear it. We recently bought property in Huerfano County, Colorado. This was to be our retirement home location. I had planned to start construction this summer; however, with the current aircraft noise levels in this "combat zone," this construction will not occur. This fact is not based on statistical numbo-jumbo, it is based on actual ear drum pain! This is a very significant impact for this citizen. As a citizen and property owner in Huerfano County, Colorado, I must protest the blatant Air Force attitude that they own the sky. The Air Force attitude is typical of all government entities. They have forgotten who their boss is. The citizens of the United States have the power to control government, or this is not America.

I have observed KC135, C130, B1's, C5 and other very large, fast and noisy military aircraft and large helicopters maneuvering in the late evening. The large helicopters produce high levels of noise pollution in the sound spectrum. Many other unidentifiable aircraft have been seen flying large circles after dark over Huerfano County. The noise pollution is loud and continuous. I have seen 5 aircraft at once. These were not commercial airliners. They use several high altitude jet airways crossing this area which only adds to the noise levels.

This area of Colorado is not deserted. It has many communities with people living in them. The military does not observe speed, altitude, or noise requirements of civil aviation. The military must step up and assume their responsibility as "stewards of the environment!" It is obvious that military flight operations have no regard for people they "work for." The continued belligerent attitude of the military by not listening to the citizens will bring change. The public will not and should not tolerate noise abuse inflicted by the government.

There are solutions:

- (1) The military should use flight simulators for training pilots. For more than 20 years airlines have used flight simulators to train pilots because it is cheaper and safer than actual aircraft flights. Once again, the military has shown a lack of concern about cost or safety. All one needs to do to prove this is to review the appalling crash rate of military and government aircraft. Flight simulators would reduce the costs in fuel, aircraft, and property, eliminate exposure, and save the lives of citizens and pilots.

RESPONSES TO COMMENTS

Response to Comment No. 1

In addition to being submitted at the public hearings, this letter was also mailed to the ANG. The response to this letter was given in Volume III. Please see the Volume III index.

-2-

- (2) Eliminate all night time flights in this area and all low altitude high speed flights. The Federal Aviation Administration (FAA) Regulations restrict all flights under 10,000 ft. of altitude to 250 kts. Military aircraft should be required to comply with this ruling.
- (3) Reduce flight operations. Reducing the total number of flight operations will reduce the total noise exposure and increase public safety.
- (4) The ultimate solution would be to totally eliminate flight operations in this area.

The military should listen to the citizenry. Speak up Southern Colorado!

Otto L. Smith
3402 S. Dallas Court
Denver, CO 80231
(303) 755-2287

cc: Custer County Action Association
Governor Roy Romer

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 22 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Christina Green

TITLE/ORGANIZATION: _____

ADDRESS: 11245 E. Parker Rd. Parker, CO 80134
(City/State/Zip)

- COMMENTS -

Buckley presence in the Parker region is currently at "acceptable" levels. Please do not impact this region more than you already do. We are totally suffering from DIA's intrusion into "our" airspace and any increase in traffic from you will only result in adding insult to injury.

Christina Green

P.S. Please work to improve your IFR data as there are NOT acceptable at current levels

Please hand this form to the staff, drop into the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Written Comment Form
ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 22 1998

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: GEORGE J. KONRAD
TITLE/ORGANIZATION: CITIZEN / VOTER
ADDRESS: 6358 S. ONEIDA CT., ENGLENWOOD, CO. 80111
(City/State/Zip)

- COMMENTS -

- 1 I STRONGLY OPPOSE, OPPOSE THE TRAINING FLIGHTS OVER
CUSTER COUNTY, ESPECIALLY LOW LEVEL SUPERSONIC MILITARY
JET FLIGHTS.
2 THE MAIN REASON IS THE NOISE IN THIS PRISTINE
COUNTY.
3 DID ANYONE CONSIDER A POSSIBILITY OF CATASTROPHIC
CRASH OF A FIGHTER JET HITTING A SCHOOL, BUS
OR A FARMHOUSE AFTER COLLISION WITH FLOCK
OF BIRDS? OR TECHNICAL FAILURE / PILOT ERROR?
4 WHY IS THIS BEAUTIFUL COUNTRY OF CUSTER DISCRIMINATED
AGAINST, BASED SOLELY ON ITS LOW POPULATION.
WHY IS TRAINING CONDUCTED OVER PRIVATE LANDS AND
NOT OVER MILITARY RESERVATION LANDS?
PLEASE HELP TO STOP LOW LEVEL JET FLIGHTS OVER
CUSTER COUNTY ALL TOGETHER.

THANK YOU,
G.J. Konrad

Please hand this form to the staff, drop into
the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2

A discussion of safety issues, including bird-aircraft strikes and crash potential, is included in EIS Sections 3.1.3 and 4.3.1.

Response to Comment No. 3

A discussion on environmental justice has been added to the Final EIS. This new discussion may be found in Subsection 4.19. The concept of environmental justice addresses the issue of determining if actions of Federal agencies disproportionately impact the human health and environmental conditions in minority communities and low-income communities. The majority of the airspace associated with the alternatives addressed in the EIS has been in existence for many years and the changes being proposed would not significantly alter the current configuration. Environmental justice issues would be more relevant for new airspace, which occurs primarily in the southeastern portion of the State of Colorado. This new airspace does not affect any single minority group and overlies a wide variety of socioeconomic conditions.

Response to Comment No. 4

Whenever possible, the ANG tries to accomplish its training while flying over military or government-owned land. The Colorado ANG currently flies and trains over land belonging to the U.S. Army at Fort Carson and uses the Buckley Air National Guard Base. Military airspace also exists over lands owned by other Federal agencies, including lands administered by the Bureau of Land Management and the U.S. Forest Service. Completely eliminating flights over privately-owned lands and other selected areas, such as parks, however, would be impractical. Routes to link various training areas together are an essential part of the training airspace configuration and may be located over non-federally owned lands.

Written Comment Form

ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE

MAY 22 1996

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: George Ramsey
TITLE/ORGANIZATION: I don't represent but work for Mental Health Center at Boulder
ADDRESS: 6866 Country side lane # 243 Niwot Co 80503 County
(City/State/Zip)

- COMMENTS -

My reason for opposing the over-flights in the Huerfano Valley are simple and personal. It is not a case of money as if given the choice I'd prefer the flights over my home. But I have been visiting the Huerfano Valley virtually every year for 20 yrs for meditation/reflection and spiritual renewal. An important part of this renewal is the utter silence that I find there in solitary meditation retreat. This is a source of peace and this peace is what I bring back with me to my social and professional environment. Such opportunities are increasingly rare in our busy lives. It is a resource to be valued. In addition to myself, hundreds of people (including my colleagues in the psychology profession) use the same facilities as a means of regaining the sanity and strength to continue their work of dealing with persons with psychological pain. We retreat to an established facility (over 20 yrs) located in the heart of the valley. I make an impassioned plea that we not use the airspace for military training. The peace which the military hopes to preserve already exists in the Huerfano. Let's not destroy it.

Please hand this form to the staff, drop into the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fletcher Avenue
Andrews AFB, MD 20762-5157

RESPONSES TO COMMENTS

Response to Comment No. 1

The EIS has evaluated cultural resources, such as historic or Native American sites, by consulting with the appropriate state representatives and local experts to obtain an understanding of the resources present in the study area and to determine whether any possible impacts exist. Some religious and/or meditation centers are under existing airspace. Consequently, the elimination of VR-412 and the changes to VR-413 under the Preferred Alternative, which raises the minimum altitude from surface level to 500 feet above ground level and reduces the route width from 12 miles to 6 miles, should be beneficial to such locations.

Response to Comment No. 2

There would be some changes in sortie numbers, noise levels, and airspace dimensions under the Original Proposal and the Preferred Alternative addressed in the EIS. However, overall flying hours of the 140 WG will be reduced from 5005 hours to 4600 hours. When compared to existing military aircraft training in the study area, these changes would not change the current levels of solitude and peace and quiet experienced by residents. As under current conditions, noise from military aircraft operations may periodically disturb citizens and affect their enjoyment of solitude; however, opportunities for abundant periods of total peace and quiet would continue as under present conditions.

MAY 22 1956

**ENVIRONMENTAL IMPACT STATEMENT FOR
THE COLORADO AIRSPACE INITIATIVE**

If you would prefer to submit written comments on the DEIS, please use this form. Continue on the back of the form or attach extra sheets, as necessary. Thank you.

NAME: Anne Hopkins
TITLE/ORGANIZATION: Private citizen
ADDRESS: 831 S. Rifle way
Aurora Co 80017
(City/State/Zip)

- COMMENTS -

From my gathering of information it seems that
some flight tracks over the wet Mountain Valley
will be cut and the flight circles raised. Further
this isn't enough when you consider that the
elevation of the area is 7000 to 9000 + feet! Thus
we still can be potentially "buzzed".

I have heard about noise averaging and that, not
out much truth in this. I know Sam Buckley,
Air Force Base and it seems when Buckley goes
begging with their F-16's and helicopter - P-1A
seems fit to fly over "low" at 1-2 minute intervals.

At I have lived near Buckley for 15 years and
now I can't move Buckley. I know the land
best and cannot afford to go to the mountain and
look for the military operations.

more peace to military government.
Custer County, as a governing community and
should be viewed in this manner. I notice that
Vincent, Oregon, North - South Park - FT Collins etc
don't have fly over. - It's time to look to
this county & I believe and go on dog shelter and
protect and protect all military flight in this area
I have lived with the chronic noise from Buckley

for 15 years and
we will require
with the situation
of having no say
once internally
if you is permitted
The military needs to
recognize and respect

Please hand this form to the staff, drop into the collection box, or mail to:

Program Manager, CAI EIS
Environmental Division
Air National Guard Readiness Center/CEVP
3500 Fetchet Avenue
Andrews AFB MD 20762-5157

The military needs to - severely fine tune
recognizing and respect growing presidential orders.

RESPONSES TO COMMENTS

Response to Comment No. 1

The CAI was initiated several years ago with an Original Proposal that did include some low-altitude flights in the areas identified. However, the ANG identified a new Preferred Alternative in the Draft EIS. This Preferred Alternative was the culmination of efforts by Governor Roy Romer, members of the Colorado Congressional delegation, a Citizens' Working Group, and the ANG to reach a viable alternative which addressed the concerns of the citizens of Colorado.

This Preferred Alternative does not include new or lower flights in the vicinity of the Wet Mountain Valley or the Sangre de Cristo eastern slope. In fact, La Veta MOA will remain as currently charted (minimum altitude 13,000 ft. MSL) but with fewer flights. A military training route, VR-412, which is currently charted through the Wet Mountain Valley, will be totally eliminated. Rather than increasing the training activities in the area, training would be reduced. Low-altitude flights in the Wet Mountain Valley, using either MOAs or MTRs, would be completely eliminated by this proposal.

RESPONSES TO COMMENTS

Response to Comment No. 2

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

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Response to Comment No. 3

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

VERBAL COMMENTS

VERBAL COMMENTS FROM MEETING AT
LA JUNTA, COLORADO, MAY 2, 1944

**VERBAL COMMENTS FROM MEETING AT
LA JUNTA, COLORADO, MAY 8, 1996**

**THE COLORADO AIR NATIONAL GUARD
DRAFT ENVIRONMENTAL IMPACT STATEMENT**

PUBLIC MEETING

La Junta, Colorado

MAY 8, 1996

Reported by

Eileen T. Jones

Registered Professional Reporter

The following script accompanied a public video played on a continuous loop from 5:00 p.m. to 10:00 p.m. at La Junta and Lamar, Colorado where there were no private oral or public oral statements submitted at that location.

"Hello and welcome to this meeting about the draft environmental impact statement for the Colorado Airspace Initiative. I'm Luam Akin, a resident of Colorado, with an interest in aviation and environmental issues. The Colorado Air National Guard has asked me to share with you important information to help you get the most out of this meeting.

I'll be spending the next few minutes with you explaining three major points.

First, in response to the new Denver Airport and important training changes the Guard has developed a proposal to change its existing airspace needed for realistic training.

Second, the Air National Guard has modified the original proposal into its preferred alternative based on public comments and have now completed a completed a draft environmental impact statement.

Third, your involvement and comments on the draft environmental Impact Statement are vital to the Guard and is the purpose of this meeting.

Your comments and concerns are critically important for this process. Before we take a look at the modified proposal

I'd like to share with you some background material on airspace issues.

There are three key components of airspace used for training the Colorado Air National Guard located at Buckley Air National Guard base in Aurora. These components are military training routes or MTR's, restricted areas, and military operations areas or MOA's.

A military training route is basically a long low altitude corridor that serves as a flight path to a particular destination. The corridor is usually 10 miles wide to 100 miles long and may range from five hundred to fifteen hundred feet above ground level, or higher. A training route is designed to provide realistic low altitude training conditions for pilots.

A training route will often end in a restricted area. A restricted area is typically used for weapons training. The land within the restricted area is owned by the military and may be used for activities such as bombing practice. One example of this activity in Colorado is the Airburst Range located at Fort Carson near Penrose in South Central Colorado. A restricted area typically covers five to ten miles on the ground and extends from the surface up to twenty thousand feet. The airspace is restricted to ensure the safety of non-participating civilian aircraft. The third type of military airspace is called a military operations

area or MOA. A military operations area is a large expanse of airspace designed to accommodate a wide variety of different flight activities.

Let me now return to the first of the three messages that I shared with you at the beginning of this presentation. In response to the new Denver Airport and important training changes the Guard has developed a proposal to change the existing airspace needed for realistic training.

One of the key driving forces behind this proposal begins at the new Denver International Airport. The relocation of commercial air carrier ground facilities has affected commercial flight paths over the entire state of Colorado.

The adjustments were mandated by the Federal Aviation Administration. As this illustration shows, the new commercial flight paths cut through the training area most used by the Colorado Air National Guard for more than twenty years.

The second driving force is the need for different airspace that responds to important training changes. The Colorado Air National Guard and other military users need to operate more efficiently than ever before. For example, budget cuts have resulted in a reduction of flying hours and other resources available.

The proposed modifications are designed to allow

military users of the airspace to operate more efficiently. By being more efficient, military users can accomplish more training activity with a decreasing number of available flying hours.

The third driving force is that the proposal will allow for realistic training in response to new training activities. For example, it will allow training to accommodate sophisticated new weapons systems such as advanced medium range air to air missiles. Let me now go back to the second key message.

The Air National Guard has modified the original proposal into its Preferred Alternative based on public comments and have now completed a Draft Environmental Impact Statement.

Several points can be made relating this key message. First, the modifications are the result of extensive involvement by the general public, government agencies and your neighbors, who formed a citizens airspace working group to represent your interests.

After several months of review, the Citizens Airspace Working Group established by elected officials made recommendations to the Air National Guard and to Governor Roy Romer, Congressman Wayne Allard, and Congressman Scott McInnis.

These recommendations were received by the Air National

Guard and considered along with other analyses conducted for the Environmental Impact Statement.

Now, let's look at the proposal as it relates to military operations areas. The modified proposal applies to several blocks of airspace throughout Colorado. I would like to describe each one in turn, taking you around the state in a clockwise pattern.

First, the Kit Carson military operation airspace is the most critically affect by the new Denver International Airport's commercial flight paths. The proposal calls for the renaming of the Kit Carson airspace to the "Cheyenne Military Operations Area." The proposal also calls for a shrinkage of the airspace by eliminating ten miles from its western boundary.

It also raises the existing floor from 100 feet above ground level to 300 feet and divides the existing airspace into high and low sections. The use of Cheyenne will be coordinated with the Federal Aviation Administration.

Moving clockwise in the southeastern part of the state, the proposal calls for the establishment of the Two Buttes military operations area. This airspace would be divided into low and high sections. The airspace would go from three hundred feet above ground level to eighteen thousand feet. The low section would only be used for 12 days per year.

The next airspace being considered is the existing

Pin-Yin Canyon military operations area. The proposed modification of Pin-Yin Canyon military operations area was prompted by a Federal Aviation Administration review.

The proposal involves moving the eastern boundary to the Pin-Yin Canyon military operations area approximately one mile to obtain clearance for a commercial airway. According to the Federal Aviation Administration review this change is necessary both for safety and efficiency.

Now we'll move clockwise to South Central Colorado and the Wet Mountains. The modifications for La Veta Military Operations Area were eliminated under the Preferred Alternative leaving the airspace in its current configuration as recommended by the citizens Airspace Working Group and Governor Romer, and endorsed by the Air Guard.

Now we'll move north to airspace associated with the Airburst Range in South Central Colorado. The proposed Airburst military operation area near Penrose involves the following.

First, the proposal calls for reduction of the size of the existing Fremont military operations area by cutting off its southwestern corner. This will remove Guard airspace from over Canyon city and Penrose.

Second, the proposal calls for combining the existing Fremont military operations area and the last segment of existing military training route referred to on the map as

instrument route 409.

Third, the proposal calls for the renaming of the combined airspaces to the "Airstream Military Operations Area."

This new airspace will be divided into three sections. Section A would extend vertically from fifteen hundred feet above ground level to eighteen thousand feet.

Section B would extend vertically from three hundred feet above ground level to eighteen thousand feet.

Section C would extend vertically from five hundred feet above ground level to eight thousand, five hundred feet.

Now let's move on to the military training routes.

Under the proposal, the first route to be considered is instrument route 409. The minimum altitude of the last two legs of this training route, and all other training routes into the Airstream Range would be raised to five hundred feet above ground level. This route will continue to be used by other military units. The last leg of the training route would serve two functions. First, it would serve as a military operations area. Second, it would continue to serve as a training route.

The next training route to be considered is the training route 415. The altitude floor would be raised from one hundred to three hundred feet above ground level.

The next route to be considered is visual route 413.

The proposal calls for the width of this route to be narrowed in several areas. The training route's altitude floor would be raised from one hundred feet to five hundred feet above ground level. The ceiling of the route would be raised to a maximum of three thousand feet. The purpose of raising the ceiling is to avoid wilderness areas. In addition, this route is being moved slightly to the southwest to avoid Mount Blanca, which is part of the federally established wilderness area.

The next training route to be considered is visual route 4123. The proposal calls for the total elimination of this route. The floor of the existing training route is one hundred feet above ground level.

The next training route to be considered is the establishment of visual route 427. The proposal calls for the route to link Cheyenne, Two Buttes, Pin-Yin Canyon, and Airstream Military Operations areas. Except for the last two legs, the altitude floor of this route would be 300 feet above ground level.

The next training route to be considered is instrument route 415. The proposal calls for the elimination of a maneuver area from the route. The proposal would also establish a new route, as instrument route 424. This route would allow aircraft to fly in the reverse direction along the same path as existing instrument route 414 and 409.

The final training routes to be considered are routes 416 and 426. The same principal for allowing reverse travel along an existing training route applies to the portion of route 416 that is being eliminated. Route 426 would provide for reverse direction travel along the same path as the former segments of route 416.

The same principal for allowing reverse travel along an existing training route applies to instrument route 416.

The same principal for allowing reverse travel along an existing training route applies to instrument route 416. Route 426 would provide for reverse direction travel along the same path as instrument route 416.

Now that I've described for you modifications of the original proposal based on public comments, let's take a look at the draft environmental analysis. The main environmental issue raised during the first public comment period for both training routes and operation areas was noise and its potential effects on wildlife and humans.

The Air National Guard's environmental protection specialists performed extensive sound monitoring tests throughout the affected areas. They used state of the art computer modeling and methods that are nationally and scientifically accepted within the environmental industry.

Sound monitoring was witnessed by representatives of the Citizens Airspace Working Group and other private citizens.

One of the citizens working group members, John Kenney, described to a Pueblo based television reporter how he felt about the monitoring process conducted during the summer of 1994.

"I think this is very good. I appreciate being able to observe this, and I think -- I think everyone's making a sincere effort to see that we can have a situation where the military has what they need for training and that the people are considered and that our lives are not disrupted to any great extent."

The Air National Guard also sponsored monitoring and tests of overflights and aircraft noise on the largest bison herd in Colorado. This herd is located in the San Luis Valley.

A Peregrine Falcon study was conducted jointly by the US Fish and Wildlife Service and the Colorado Division of Wildlife.

When all the tests were completed, all data and analyses were turned over to acoustic experts.

The acoustic experts factored in scientific data about population distributions, land uses within the affected area, sleep and hearing disturbance studies, wildlife studies and other research to determine potential noise impacts.

Another key area identified in the public comment period was socioeconomic impacts. An expensive review of local and

state records was performed and is presented in the Draft Environmental Impact Statement. This review included data from areas that have been experiencing low level military flights for at least twenty years.

Examining past flight activity and economic records for these areas provides an excellent indication of the potential socioeconomic impacts on property values and tourism revenues.

Many other areas are addressed in the draft

environmental analysis, such as safety, outdoor recreational opportunities, and solitude.

The third key message that I wanted to share with you in this presentation is that your involvement and comments on the Draft Environmental Impact Statement are vital to the Guard and is the main purpose of this meeting. I encourage you to please take as much time as you need to gain more information from the environmental protection professionals and other experts at this meeting. Your neighbors will also be available to discuss their views and comments on the environmental analysis.

As you go through the meeting keep in mind that the environmental analysis process and this formal public comment forum are required by the national Environmental Policy Act, which is commonly referred to as NEPA.

NEPA says that all federal agencies must study the

potential effects of proposed agency activities on the human and natural environment.

As part of the study process, formal meetings such as this are required to give the public an opportunity to comment on their environmental concerns. Here is what you will find at this meeting.

First, the Guard has set up several information stations. Second, interested citizen's groups comprised of your neighbors have also set up information stations so that you can get even more information. You can spend as much time as you like at any area and ask as many questions as you like. There are several ways your comments and concerns can be entered into the official record.

These include; written comment sheets and tape recorders located throughout the meeting area. Two stenographers are also here to record your comments. One stenographer is in the open house area. Finally, a separate meeting room will open from seven to 9:00 p.m. for people who want to make comments in front of an audience.

Regardless of the method you choose, all of your comments will receive the same attention and consideration in the final environmental analysis. Once again, I want to encourage you to participate at this meeting and provide your comments and concerns in writing or orally. Thank you for your time and attendance. Enjoy the meeting.

MR. BALL: Good evening, Ladies and

gentlemen. We would like to take this opportunity to thank you for joining us this evening at this public meeting for the Colorado Airspace Initiative.

My name is Jim Ball. I will be the moderator for the public comment portion for this evening. Jim Winders is here representing the Air National Guard Environmental Branch. We are going to be relatively informal. We have a very small group at least so far. We have reservation cards. As I call your name we ask that you come forward, stand at the podium and make your comments.

We will be recording these comments via a stenographer and also recording these comments on videotape so that will enable us to make sure that we get everything you say and know exactly what your feelings are on those issues and we will be able to incorporate those comments into the ongoing documents that are going to be prepared for this initiative.

So one other thing we want to make sure that you understand is that our purpose here in the public comment section is not to answer questions.

If you have a question we will be more than happy to refer you out to one of our experts in the open hallway to answer the questions for you.

At this time we would like to begin our comment period with Mr. Delbert Wallace. Mr. Wallace, if you would like to

come forward please.

MR. WALLACE: Mr. Buckingham is not here

so I guess he is not going to be mad, but he will be mad when he reads this. So to whom it may concern: At the only, poorly advertised, general meeting in Southeastern Colorado, it was pointed out that the government already owns hundreds of miles of desert within minutes of Buckley, which would not cause any harassment of tax paying American citizens and would not cause tremendous economical losses forever. Then as now they completely ignored all objections.

Finally, after many promises two guard officials met with our committee representing Otero, Bent, Prowers and Baca counties. At this meeting they informed us that they could fly at ground level if they wished, too bad if anything got in the way, that we are completely immaterial and nothing we could do could stop them from taking our land.

This is a horrible example of an arm of the government running amuck, destroying the principles of American freedom and the right to own property in peace and quiet. Their unsound excuse for not using the desert was because of refueling. Yet they plan to refuel over our land and they could refuel over the desert just as easily. They could park tankers where necessary. If, for some undisclosed reason, they absolutely must have our private property rather than use government land they should pay us for our property.

RESPONSES TO COMMENTS

Response to Comment No. 1 Wallace

Whenever possible, the ANG tries to accomplish its training while flying over military or government-owned land. The Colorado ANG currently flies and trains over land belonging to the U.S. Army at Fort Carson and uses the Buckley Air National Guard Base. Military airspace also exists over lands owned by other Federal agencies, including lands administered by the Bureau of Land Management and the U.S. Forest Service. Completely eliminating flights over privately-owned lands and other selected areas, such as parks, however, would be impractical. Routes to link various training areas together are an essential part of the training airspace configuration and may be located over non-federally owned lands.

Response to Comment No. 2 Wallace

The use of other training areas was examined as part of the development of the alternatives studied in detail in the EIS in Subsection 2.3. The proposal was designed to minimize conflicts with potentially sensitive areas while providing the training resources necessary to meet military readiness requirements. Specific narrowing criteria for the selection of military training airspace (see Subsection 2.3.3 in Volume I) were used to evaluate other locations, and no alternative training areas were identified that could be substituted for the airspace configuration proposed in the alternatives studied in the EIS.

The primary user of the airspace included in the Colorado Airspace Initiative is the 140 WG based at Buckley Air National Guard Base in Aurora, Colorado. Because of limited resources and aeronautical constraints, virtually all of our nation's fighter units train in airspace that is within a "tank of gas" of the aircrews' base.

Response to Comment No. 3 Wallace

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 4 Wallace

All comments received during the scoping process associated with this EIS were considered in the preparation of the document. Such comments, as they relate to the proposal, have helped to improve the EIS process and have become a part of the administrative record for the proposal.

4,5
 Their EIS is very slanted and flawed. It excluded any mention of letters in opposition from individual taxpayers in southeastern Colorado, from all the commissioners in the six counties, from the cities and the Cattlemen Association and Farm Bureau, spray pilots, and private citizens and plane owners.

6
 This clearly shows their disdain for our rights and lives. There was no mention of the two bomber crashes which threatened the lives of my family and a near miss for the city of LaJunta. Many of these planes have crashed recently. This plan increases the threat to our lives by the thousands.

7
 Our property would be devalued badly forever. This aggression against American citizens is no more acceptable than from a foreign nation. The reasonable course would be to use government owned desert rather than abuse taxpayers in this way. You cannot down play the damage of the explosion of noise like dynamite exploding in your vehicle.

8
 We have had weaning cattle killed and corral fences destroyed. This is inexcusable and unnecessary. They say in the environmental impact statement the odds of a crash are one in a thousand years. I am not a thousand years old and there has already been two of these.

9
 These fighters are a lot more prone to crashes in the last few years. This certainly has been before a thousand years. Recently they have shut them down because of it.

RESPONSES TO COMMENTS

Response to Comment No. 5 Wallace

The ANG cares about the people that live near their training areas and how they feel about the activity associated with training. The NEPA process is providing the ANG with an opportunity to hear exactly what the public feels about its proposal before any decisions are made. Every scoping comment and every comment on the Draft EIS sent to the ANG has been read and incorporated into the administrative record for the proposal. Public comments have provided a better picture of what subjects the public wanted addressed in the document and have enabled the ANG to improve the EIS by adding or expanding to discussions in the Final EIS. Examples of added or expanded discussions include human health effects, natural quiet, environmental justice, amongst others.

Response to Comment No. 6 Wallace

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 7 Wallace

In order to address concerns regarding possible devaluation of real estate, the EIS evaluated historical data for property values. This analysis compares counties within the study area for the CAI, including those areas with currently utilized military airspace, to counties outside the study area. The results indicate that all counties experienced increases in property values. Further, in terms of median property values, counties within the study area for the CAI increased 99.71 percent compared to counties outside the study area, which increased 57.74 percent. Whereas a report published by the Federal Aviation Administration concludes "that noise has been shown to decrease the value of property by only a small amount--approximately 1 percent decrease per decibel (DNL)," this analysis applies to airport/airfield environments and not land areas underlying military training airspace. Therefore, although it is not possible to absolutely conclude that counties experiencing military aircraft overflights incur any greater change in real estate values than counties not experiencing similar overflight activity, it is not likely that real estate values would drop as a result of the CAI.

Response to Comment No. 8 Wallace

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

Response to Comment No. 9 Wallace

Initial response to an aircraft accident is the responsibility of the civilian authorities nearest the crash site, who would provide emergency services such as fire, police, and medical assistance as necessary. It is the responsibility of the civilian unit responding to an aircraft accident to determine what response actions they are capable of performing, including the evaluation of proper personnel training and response equipment. If the responding unit is not capable of performing certain response actions, they should request assistance from the nearest civilian unit capable of performing the required response. In the event of an aircraft accident, the nearest USAF installation would be notified by these authorities. In most cases, the nearest USAF installation would have been previously notified by the USAF unit associated with the downed aircraft. Upon notification of the aircraft accident, the commanding officer of the nearest USAF installation would dispatch a Disaster Response Force. The Disaster Response Force is composed of personnel who have been trained for this type of occurrence, and would include personnel from disaster preparedness, security police, medical, fire department, public affairs, legal, and other base personnel as required. The Disaster Response Force would assist local response teams in matters of fire suppression, site security, medical treatment and evacuation, accident evaluation and investigation, retrieval of classified equipment and materials, and protective measures such as munitions disposal and hazardous/toxic materials protective measures. When necessary, the Disaster Response Force would coordinate activities with other regional response forces to ensure all personnel and equipment are obtained for proper mitigation and control of the accident site.

The ANG/DOD would be fully responsible for any soil, water, or groundwater contamination, property damage or destruction, and injury or death to persons caused as a result of an ANG/DOD aircraft accident. Awards resulting from this type of incident would be determined on a case by case basis following appropriate investigation procedures and documentation.

Authorized users of the airspace have proposed the continued use of flares in their training. However, the flares would not be released below 2,000 feet AGL. Once a flare is released, it ignites immediately. The burn time for a flare is approximately 4.0 to 4.5 seconds. In those 4.0 to 4.5 seconds, the flare falls approximately 500 feet. This leaves a safety margin of approximately 1,500 feet to allow for a flare that burns for more than 4.5

There is no provision for when a family is killed or when people in town is killed. They will drop flares. When asked about fires they said they would send the fire department down from Denver. I am afraid that would be a little too late. Thank you.

MR. BALL: Thank you, Mr. Wallace. Kimmi Lewis? She can speak a little later. Jean Gravell?

MS. GRAVELL: Thank you for the very fine -- Thank you for having this and listening to us and I hope some of our comments will be accepted.

I am a horse breeder and in the past few years I have had one of our valuable mares shredded in a fence. She lost her foal colt. We saved the mare. My husband has since died and he had hoped that this can be resolved.

He is a veteran of a World War II, came home with a whole string of medals and was a loyal and devoted American but he did, as I do feel, that we are not being treated fairly. There are sixty-five thousand people living in the area and we are scattered out. We are in severe danger of these planes crashing over our cattle and horses being run through fences and I know it sounds problematic and maybe a flight will go over once and your herd won't stampede. But the next time it will. There is no rhyme or reason what cows or horses will do when shadows go across them.

If you will please, listen to them, answer our letters

RESPONSES TO COMMENTS

seconds to extinguish itself. The 140 WG has no knowledge of any fires being caused by flares released during current training missions by any aircraft utilizing Colorado Airspace Initiative airspace.

Response to Comment No. 1 Gravell

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2 Gravell

It is possible that aircraft noise could startle domestic animals, especially young or penned animals, and cause them to injure themselves. However, animals adapt and habituate to various sound sources, including jet aircraft noise. Because the airspaces associated with the CAI are mostly existing airspace that have been utilized for over 25 years, this adaptation and habituation to jet aircraft noise has likely already occurred.

Response to Comment No. 3 Gravell

The ANG cares about the people that live near their training areas and how they feel about the activity associated with training. The NEPA process is providing the ANG with an opportunity to hear exactly what the public feels about its proposal before any decisions are made. Every scoping comment and every comment on the Draft EIS sent to the ANG has been read and incorporated into the administrative record for the proposal. Public comments have provided a better picture of what subjects the public wanted addressed in the document and have enabled the ANG to improve the EIS by adding or expanding to discussions in the Final EIS. Examples of added or expanded discussions include human health effects, natural quiet, environmental justice, amongst others.

RESPONSES TO COMMENTS

so that we know that our government is not just out to finish our whole livelihood. Thank you.

MR. BALL: Kimmi Lewis?

MS. LEWIS: Hi. My name is Kimmi Lewis.

I am a private landowner, a private citizen. I live thirty-two miles south of here toward Kim, Colorado. I was out there making sure that I had my facts straight.

I would be in the XVR 1427 military operating area. I would be dead center, our ranch is on one of the low flights that you are proposing. I am very against it. I feel there are so many things that as private landowners we are told what we are going to do. I wish somebody would put their hand out and pay my taxes, pay my interest and with the cattle market the way it is we add there to it also. I'm very against it.

I want you to get a little acquainted with me. I have lived on Muddy Valley Ranch which is south of here for five years with my family. We have six children. They all go to school at Kim. My husband is on the school board. We run four businesses between the two of us. He runs a trucking company full-time to make grocery money. That's how we pay our bills. I run the cattle and the horses and try to make a living that way. That's one of my jobs. Cattle market, as you know, is way down.

This last fall I called in and I had a complaint. My

Response to Comment No. 1 Lewis

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

complaint was that I knew that they were flying under five hundred feet because the dishes in the cupboard were rattling. We had cattle in the corral and I know that you have heard from several people, landowners like myself, cattle producers that if you have extra animals in the corral whether they are horses, cattle or whatever, and you get one of those low flights sometimes in the middle of the night, sometimes during the day, sometimes when the shadow conditions is just right it can frighten them. What happens when they are frightened? For this particular situation we had heifers we were weaning. I will tell you what happened. They run through fences and we don't have ordinary fences. Ours are made out of pipe and cement. They hit those fences and you get broken legs. You get animals injured and I'm thinking now why do we have to put up with this.

So I called in and made our complaint and asked can that be changed. We have cattle in the corral right now. Well, I'm sorry ma'am. It won't be changed for ten more days. You are on a certain flight pattern. They will be over there Tuesday. I think it was Tuesday, Thursday, Friday for another like two weeks. There is nothing we can do about it. But we will make sure that it is documented.

Well, what I am wondering is, environmentally, the landowners are more of environmentalists than anybody you have ever seen. We are the stewards of the land. We are the

Response to Comment No. 2 Lewis

It is possible that aircraft noise could startle domestic animals, especially young or penned animals, and cause them to injure themselves. However, animals adapt and habituate to various sound sources, including jet aircraft noise. Because the airspace associated with the CAI are mostly existing airspace that have been utilized for over 25 years, this adaptation and habituation to jet aircraft noise has likely already occurred.

Response to Comment No. 3 Lewis

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

stewards of the animals and not just domestic animals. In our area this XVR 1427 military operating area the mule deer out there are the third largest in the United States.

Last January several of the landowners around our ranch came over to my husband and I, our place in the barn. We had a big meeting and decided come on, let's find another way to make a living here. Cattle aren't doing it. Horses aren't doing it. Let's find another way. All of us have been letting in deer hunters for years.

So we got these big mule deers out there. We decided we are going to let in these hunters from Georgia, Texas, Montana, and we are going to -- now we are going to have these low flying flights more than we have had. What will happen once we get this situation started? We are trying to start new businesses. The old businesses aren't working because the cattle market went down. We hope it will come back but now we are trying to start new businesses and what is going to happen to those deer?. What is going to happen to the cattle?

We are very opposed to more flights. The low flights seem to bother us most and I do know that I have heard the whole spiel about how they can go down to three hundred feet. Well, I understand that Mr. Wallace was telling me they can go right at ground level but most of us live in valleys out there.

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continued

There is one more testimony I would like to make. One more incident that happened in these last five years. Well, actually we have lived there five years as a family. I grew up there. So, little by little, I have seen these changes come. The ranch was my dad's. He was a state senator, commissioner, President of the Colorado Cattlemen's. I myself have been Junior Cattlemen's President.

We have been to a lot of meetings exploring this but through my thirty-nine years of my life I have seen this country change and I am wondering with our six children what will they see. Are they going to stand up against this? By golly, we better get them trained right now. That is what you have to do. But my point is, I want to tell about one incident and then I want to get to my point.

Another incident happened when I was riding a young colt up a canyon and one of these went over the mesa. I am telling you it was pretty wild. I don't know how the horse didn't end up on top of me but that was fixing to happen. I held him up. Until you have been there and seen that and heard that and gone through that you have no idea what I'm talking about and I invite everyone in the room right now, I will bet you if I don't have the horse, Jean Gravell can get me one to ride that is a little bit green broke. Get on him. Go up that same narrow canyon looking for a cow calving, a cow we have been fighting the coyotes against, the weather

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continued

against, and I invite you all to come out.

Like I said, I live at Muddy Valley Ranch thirty-two miles south of here but my point is we can pay the taxes. We can raise the beef that you buy in Safeway. We can pay the interest and we can pay our bills. We can even pay our neighbors bills because he refuses to make his payments or pay the hospital. We pay all that. When is it going to stop? When will it stop to where all these regulations are imposed upon us and we just have to take them because it is the government.

I would like to know that because in the thirty-nine years that I have lived in southeast Colorado I have seen a lot of changes made. My twins were born -- I was the lady in labor when the bomber crashed out here in 1987, September of 1987. I know all about that. Of course I was in a different situation but I have seen so many changes made. When is it going to be when the people -- the government quits imposing this upon the private sector, upon the private landowner, when is it going to be enough? That's what I would like to know.

And I'm going to educate myself more on this. I really have been fighting getting the DOW working on some things. They are not easy to work with but we are making some headway. We are against this. I am very concerned about the map. When I went to look where I live and saw the map of the

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continued

new proposed flight schedules and being in that blue, I'm in the middle of XVR 1427. When you come across Pinon Canyon our house, our headquarters of our ranch, sits right there.

I would like to know has the environmental impact study, have they done one on how many cows lose calves in the middle of birthing when those flights come real low? I am sure that the weather has something to do with it. The air pressure as to how the sound is. But they are always doing studies. Maybe they need to get out there and find out the real thing. But like I said, I am inviting anybody out that would like to go up one of those narrow canyons and just see how loud it is whenever they come over very low. I thank you for your time.

MR. BALL. Thank you, Mrs. Lewis. That is the last of the registered commentators at this point, but if there is anyone else who would like to make a comment at this time please feel to do so. If not, we will take a break for few minutes. We will take a break for a few minutes until we have some more people who indicate they would like to make a few comments.

A RECESS WAS TAKEN AT THIS TIME.

MR. TOM WALLACE: I guess my comment is that I don't understand why we need to use this area of southeastern Colorado to be our practice of military flights when so much of other states and parts of Colorado, other

parts of Colorado are owned by the federal government. Why not use the federal lands owned by the federal government rather than Southeast Colorado which is the only area in Colorado that is mostly private land.

I guess one reason I am so much of an objector is that we own twenty thousand acres of grass and scattered over about thirty-five miles and I have got thirty-five miles, the whole ranch is in your flight zone. You know, every piece we got is involved. And you know, you are just here -- you are messing up the lives of private citizens. If you went to federal lands you wouldn't be messing up anybody. We objected before this thing was adopted. We are part of the environment. Our cattle are part of the environment.

Why aren't we in here? There are things wrong with it. We have had several experiences that were bad experiences with low flying jets and I don't see any reason to make it worse than they already are. If you enlarge it and practice your combats in this area we will be a lot worse than we are. Right now they just fly through. If you are going to practice your combats it's going to be a lot worse.

Another thing that I object to is the level of the flights. They should be higher up. I have heard it said that you can fly to ground level almost. Well, as private landowners we should have some rights to the air space above us. I just can't see not objecting to this going through.

RESPONSES TO COMMENTS

Response to Comment No. 1 Wallace

Whenever possible, the ANG tries to accomplish its training while flying over military or government-owned land. The Colorado ANG currently flies and trains over land belonging to the U.S. Army at Fort Carson and uses the Buckley Air National Guard Base. Military airspace also exists over lands owned by other Federal agencies, including lands administered by the Bureau of Land Management and the U.S. Forest Service. Completely eliminating flights over privately-owned lands and other selected areas, such as parks, however, would be impractical. Routes to link various training areas together are an essential part of the training airspace configuration and may be located over non-federally owned lands.

Response to Comment No. 2 Wallace

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

Like I say, I am just kind of talking off the top of my head. So the main this is that I object to this kind of treatment. I respect the military. I think we need a military, but I don't know why a few private citizens have to bear the brunt of the whole thing. Why not put it over federal land because there is so much federal land why not do it there. Not going to be bothering anybody. Thanks for the opportunity.

MR. BALL: Mr. Bret Bond.

MR. BOND: I would like to make my

intentions clear from the start. I object to this not only from a ranching standpoint and the private property standpoint which has already been discussed extensively here already tonight. I want to object to it from a pilot's standpoint.

I am commercial certified pilot myself. Right now I am engaged in agricultural spray operations in the valley. I understand being a pilot myself the extensive need for training and I understand the extensive need for the military but in training the number 1 key to anything is safety. And safety in these routes, these military training routes, MOA's, has not been fully evaluated from a pilot standpoint, landowners, or private citizen.

From the landowners standpoint when you are three hundred feet above the ground or down to the ground or ten

Response to Comment No. 1 Bond

Because airspace is considered a national resource, all pilots have an equal right to use airspace provided they comply with Federal Aviation Administration regulations. On-going education and awareness programs exist for pilots, residents, and land owners. These programs are designed to increase participants' awareness of competing demands and the resources available to address each person's concerns.

Analyses for the EIS assessed the potential for conflicts between operations of military and civilian aircraft at airports, along air routes, and in other operational areas. It was determined that there are no major conflicts with local operations that cannot be made safe through continuous education and awareness programs. Military pilots at the 140 WG and transient pilots who fly the airspace for which the 140 WG has scheduling and management responsibility are made aware of local operations such as crop dusting, airports, and airways. These awareness programs, along with FAA restrictions to remain at least 1,500 feet above or three miles laterally from airports, should ensure safe operations with minimum disruptions to military and civilian aircraft.

thousand feet we still have some rights to that air space and so we are being violated there.

From a private citizen standpoint their safety has been jeopardized by not only having military flying above them but they also are being jeopardized by the fact that we have had two crashes here in the past ten years and a couple of those crashes were only avoided because of the pilots' skills to keep them out of the town.

From my own point, how my safety is being jeopardized, I am in a very high demanding environment as are the military pilots. We are a very critical, no error, very precise, no error environment and with both of us in this environment I am flying a hundred sixty miles an hour and you are flying over four hundred miles an hour. It has been proven at those speeds to see and avoid which is every pilot's

responsibility, number 1, to see and avoid any other crash or pilot in that space, it takes fifteen seconds for us to see and avoid. In our environment we don't have fifteen seconds.

When I'm coming out of a field and turning five hundred feet in the air and come in your face, in your windscreen within three seconds there is going to be a crash. With the number of routes, number of planes that are in this area now, military planes and then with the proposed increase there will be an incident at some point in time.

I have personally witnessed and personally experienced

RESPONSES TO COMMENTS

Response to Comment No. 2 Bond

The 140 WG of the Colorado Air National Guard has been flying F-16 aircraft since January 1992. In this time, one aircraft crash has occurred for the 140 WG. This crash occurred in Wyoming in November 1993 while conducting training operations on Instrument Route (IR) 416.

The overall safety record for all F-16 aircraft in the USAF inventory is calculated as the number of mishaps (crashes) per 100,000 hours of flight time. This calculation is done for each government fiscal year (FY). The average mishap rate from FY 1990-1994 for F-16 aircraft was 4.47 mishaps per 100,000 hours of flight. The 140 WG of Colorado Air National Guard currently flies approximately 3,600 hours per year in the F-16, not all of it in airspace associated with the Colorado Airspace Initiative. Multiplying the 3,600 hours of flight time by the 140 WG to the mishap rate of 4.47 per 100,000 hours for the F-16 aircraft overall gives a total of 0.161 mishaps in one year. This total equates to one F-16 aircraft crash every 6.2 years for all operations by the 140 WG. Currently, the 140 WG spends approximately 75 percent of its flight time in airspace associated with the Colorado Airspace Initiative.

Response to Comment No. 3 Bond

The EIS assessed the potential conflicts between operations of military and civilian aircraft at airports, along air routes, and in other operational areas. It was determined that there are no major conflicts with local operations that cannot be made safe through continuous education and awareness programs. Military pilots at the 140 WG and transient pilots who fly the airspace for which the 140 WG has scheduling and management responsibility are made aware of local operations such as crop dusting, airports, and airways. These awareness programs, along with FAA restrictions to remain at least 1,500 feet above or three miles laterally from charted public airports, should ensure safe operations with minimum disruptions to military and civilian aircraft.

Response to Comment No. 4 Bond

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

planes flying underneath me, military planes. I have turned up in front of the military planes. I have had them fly to the side of me within five hundred feet personally.

Those pilots, this instrument flight route through the valley that I am personally dealing with and to my experience I have flown within five hundred feet of a plane and it never turned, never tried to avoid. I had to avoid. If I wouldn't have seen it there would have been an incident. This is what I am strictly worried about happening. If there is an incident over the valley it's not only going to be myself and the pilot involved it might be people on the ground that is involved over towns, over private property.

A lot of the films tonight, a lot of your military operations area have been moved to avoid certain cities because of the high density population.

Because we are out here in the plains and sparsely populated we are just as important as people in the city. We are not as close together but we are still as important.

The experience of your pilots, a lot of your pilots have high time, two or three thousand hours and I have two or three thousand hours. There is probably fifteen operations within the valley. There is probably a hundred ag operations in eastern Colorado in these proposed areas. When you put that together we are all flying an average of five hundred hours a year. That is fifty thousand hours a year flight

Response to Comment No. 5 Bond

On-going education and awareness programs make military and civilian pilots aware of each other's operations. Safe separation procedures can be devised through coordination with the 140 WG to prevent any conflicts among their respective activities. Visual flight rules add further safeguards for elimination of potential conflicts with agricultural flight operations.

time that we are putting in personally. With your flight time there is way too much chance of something happening.

A definition of airspace. You have defined military routes, MOA's, now you say they are ten miles wide, three hundred feet above the ground but I have personally witnessed your pilots flying at a hundred feet above the ground twenty miles from this inner corridor personally. So you have no definition of airspace the way it is now. Your pilots know where they should be and they have the capability of being exact. I have the capability of being one foot GPS. We are using your satellites so you have the same exact capability. Why aren't they within the one foot range?

Another point. I read tonight one of the most important aspects of your training is air refueling. That is the only or one of the main reasons why they say that we have to have this new proposed airspace because it takes too much time and too much money to air refuel. That needs to be an important part of your training. We could air refuel and you could go to Utah. You could go to existing routes and existing MOA's that are already established over federal lands, not private property.

The Cheyenne MOA has been revised to three hundred feet. Two Buttes MOA's three hundred feet. Personally in my flight environment I am within five hundred feet constantly. In and out all day long along with the other pilots in the area.

RESPONSES TO COMMENTS

Response to Comment No. 6 Bond

The ANG takes the public's concerns about pilot accountability very seriously. Any misconduct by a military pilot is a serious matter. If a member of the public is experiencing any problems with the military's operations in any of the airspace in an area that affects a person directly, the public affairs officer at the nearest military installation should be contacted immediately, or call (800) 582-8507.

The Federal Aviation Administration and each military service have very strict rules to ensure pilots stay within defined training airspace. The rules govern minimum altitudes, maximum speed, and type maneuvers that can be performed inside and outside designated training airspace. Military commanders have the authority to suspend pilots who willfully violate flight rules, such as flying outside designated training airspace. The military closely manages the airspace they use to ensure they do not exceed planned parameters.

Response to Comment No. 7 Bond

The number of flying hours assigned to a unit is determined by the amount of funding that a unit receives. In general, in-flight refueling activities associated with the Colorado Airspace Initiative are not performed to extend the duration of an individual sortie so an aircraft can stay in one location for an extended period or increase the amount of flying hours for a unit, but are performed for training purposes within the budget limitations of the unit. In-flight refueling training is essential for pilots to acquire the skill to use this procedure.

Response to Comment No. 8 Bond

The ANG and the entire military takes seriously pilot accountability. Any misconduct, such as intentionally flying below the published altitude of designated airspace, is a serious matter that could result in suspension. Anyone who observes flight misconduct and/or experiences excessive aircraft noise should contact the public affairs officer at the nearest military installation or call (800) 582-8507 to report the incident.

Daily military flight schedules can be obtained by calling (303) 340-9472. We encourage reciprocity to enhance safety and awareness of each other's operations.

There is too much of a chance for this to happen. IR 415 passes between here and Las Alamos is three hundred feet. There again, I have witnessed pilots at one hundred feet. Pilots that have flown into our mountains, our mountains we call bluffs, so that is not three hundred feet. That is at ground level. Your three hundred feet AGL, AGL above ground level, needs to follow the buttes, the valleys, everything. When you are flying into the buttes you are not three hundred feet above the ground.

A few other points. Advance notice of the flights. We have tried to contact the bomb squad here in La Junta. I have tried to contact people in Carter Springs to learn of the flights that I needed to be aware of that day. They had no way of telling me. They had no way of telling anybody that called in. They were flying blind to me being there. I was flying blind to them being there. That is not safe.

Over the valley there is migratory flights of birds. You have already had one wreck because of that. What is to keep you from having another?

Another proposed part of this is C-130's. This maybe the F-16 tonight but the C-130's fly the BFR. They have no specific route, no specific training. They are out basically joyriding throughout the area. I have witnessed them three hundred feet, two hundred feet anywhere in the valley and south of the valley and north within fifty miles.

RESPONSES TO COMMENTS

Response to Comment No. 9 Bond

Because of the potential for loss of a pilot's life and the high cost of modern military aircraft, avoidance of collisions with birds is extremely important to the ANG. The potential for a bird-aircraft strike would not change significantly under the proposal. Both the Original Proposal Alternative and the Preferred Alternative consist largely of modifications to existing airspace or establishments of new airspace in the vicinity of existing airspace. These actions would, therefore, encompass the same seasonally adjusted bird avoidance procedures associated with the bird migration corridors as are utilized currently with the existing airspace. Due to the fact that only four bird strikes have occurred in existing airspace associated with the Colorado Airspace Initiative in the past five years, the likelihood of future bird-aircraft strikes under any of the alternatives would be expected to be low.

The USAF has established a Bird/Aircraft Strike Hazard (BASH) Team to implement procedures to prevent and reduce the threat of bird/aircraft strikes, and to investigate and track any bird strikes that occur. In addition, each USAF/ANG base or flying unit is required to establish a BASH program to minimize the risk of bird strikes both at the base airfield and in airspace training routes for the unit. The USAF BASH Team assists each base or flying unit by providing Bird Avoidance Model (BAM) graphs. These graphs estimate the relative bird strike risk for flying along a specific low-level route or operations area. The model is developed on the basis of waterfowl and raptor migration and concentration data. The BAM graph depicts the severity of the bird strike hazard at a particular time of day, month, and segment of a low-level route. This information is used by the flying unit to determine the optimum route schedule and avoidance measures to be taken to prevent bird/aircraft strikes. In addition, the unit publishes Notices to Airmen (NOTAM) to alert transient aircrews to specific bird migration hazards, activity periods, and avoidance procedures.

Response to Comment No. 10 Bond

It is possible that aircraft noise could startle domestic animals, especially young or penned animals, and cause them to injure themselves. However, animals adapt and habituate to various sound sources, including jet aircraft noise. Because the airspaces associated with the CAI are mostly existing airspace that have been utilized for over 25 years, this adaptation and habituation to jet aircraft noise has likely already occurred.

The noise sensitive studies you did on the cattle. I used to operate out over a feed lot. I fly out of there ten times a day eight months out of the year and those cattle would spook every time. The noise sensitive studies you have done must not have been realistic. The one I saw tonight was on bison, not cattle.

And the reason it's needed. With the cut backs and the budget and the cutbacks in flights hours, those expanded routes and expanded areas are not needed. We have the training. We have the areas available already. We do not need to expand.

I follow the rules of the FAA and so should the military that says five hundred feet from any person, place or object. That is not followed with the military. They seem to think that they are exempt but they are not.

Three years ago there was an ag plane and an F-14 that crashed in Washington. The pilot of the F-14 did not have a current medical, did not have a filed flight plan. The pilot that was piloting the ag plane was flying away. The F-14 overtook him from behind. He was flying away at five hundred feet which is our minimum ferry altitude to and from the field. But yet it was still blamed on the ag pilot and today the record has not been changed. Both pilots lived but the wreckage was scattered over three miles.

For the military to be that abusive, to say that a plane

RESPONSES TO COMMENTS

Response to Comment No. 11 Bond

Training for potential military conflict in time of peace is a reality recognized by the Congress and the President. As military forces are cut back, the quality of training for existing forces must be maintained and improved to ensure our nation has an effective military. As the active duty military force is reduced in size, the ANG role and the role of the 140 WG in the total force structure is increasing. Over the past several years, the DOD has conducted studies to evaluate mission readiness and cost effectiveness of its total force. In comparison to DOD regular components, the ANG has relatively low operating costs and provides a cost effective investment.

Response to Comment No. 12 Bond

The Colorado Airspace Initiative is not an expansion of airspace, but rather a modification. In many cases, this modification actually results in a reduction of airspace and/or number of sorties flown. The need for the Colorado Airspace Initiative is presented in Subsection 1.3 of the EIS.

Response to Comment No. 13 Bond

The ANG takes the public's concerns about pilot accountability very seriously. Any misconduct by a military pilot is a serious matter. If a member of the public is experiencing any problems with the military's operations in any of the airspace in an area that affects a person directly, the public affairs officer at the nearest military installation should be contacted immediately, or call (800) 582-8507.

The Federal Aviation Administration and each military service have very strict rules to ensure pilots stay within defined training airspace. The rules govern minimum altitudes, maximum speed, and type maneuvers that can be performed inside and outside designated training airspace. Military commanders have the authority to suspend pilots who willfully violate flight rules, such as flying outside designated training airspace. The military closely manages the airspace they use to ensure they do not exceed planned parameters.

Response to Comment No. 14 Bond

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

can be overtook from behind and then also not have a pilot that is qualified to fly an airplane when he does not have a current medical which means you are not qualified or capable of flying that airplane to be involved in a crash and then still blame -- to have the gall to blame it on the ag pilot that was observing regulations that is not right. That is what we are dealing with.

There needs to be some provisions made for landowners, ranchers and also pilots, not only spray pilots but general aviation pilots. In this valley there are a lot of people that fly Saturday and Sundays just for the enjoyment and that is basically your low times they say they will be scheduled, Saturdays or Sundays. That is going to be one of the most dangerous times and thank you.

MR. BALL: Ladies and gentlemen, we would like to thank you for your participation in this evening's meeting for the Colorado Airspace Initiative. At this time since we have no further speakers we will be concluding this portion of the meeting. Thank you very much.

NOTARIAL CERTIFICATE

STATE OF COLORADO

I, Eileen T. Jones, a Registered Professional Reporter, and Notary Public in and for the State of Colorado, do hereby certify that on May 8, 1996, at Lajunta, Colorado, I took down in stenotypy the private and public comments transcribed above. I certify that the pages above are a true and accurate transcription of those stenotypy notes.

GIVEN under my hand and notarial seal at my office in the County or Routt, State of Colorado, on this 7th day of June, 1996.

My commission expires: August 8, 1999.

Eileen T. Jones
NOTARY PUBLIC in and for the State of Colorado.

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**VERBAL COMMENTS FROM MEETING AT
ALAMOSA, COLORADO, MAY 14, 1996**

**THE COLORADO AIR NATIONAL GUARD
DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC MEETING**

ALAMOSA, COLORADO

MAY 14, 1996

Reported by

Eileen T. Jones

Registered Professional Reporter

The following script accompanied a public video played on a continuous loop from 5:00 p.m. to 10:00 p.m. at Alamosa, Colorado.

"Hello and welcome to this meeting about the draft environmental impact statement for the Colorado Airspace Initiative. I'm Luan Akin, a resident of Colorado, with an interest in aviation and environmental issues. The Colorado Air National Guard has asked me to share with you important information to help you get the most out of this meeting.

I'll be spending the next few minutes with you explaining three major points.

First, in response to the new Denver Airport and important training changes the Guard has developed a proposal to change its existing airspace needed for realistic training.

Second, the air national guard has modified the original proposal into its preferred alternative based on public comments and have now completed a draft environmental impact statement.

Third, your involvement and comments on the draft environmental Impact Statement are vital to the Guard and is the purpose of this meeting.

Your comments and concerns are critically important for this process. Before we take a look at the modified proposal I'd like to share with you some background material on

airspace issues.

There are three key components of airspace used for training the Colorado Air National Guard located at Buckley Air National Guard base in Aurora. These components are military training routes or MTR's, restricted areas, and military operations areas or MOA's.

A military training route is basically a long low altitude corridor that serves as a flight path to a particular destination. The corridor is usually 10 miles wide to 100 miles long and may range from five hundred to fifteen hundred feet above ground level, or higher. A training route is designed to provide realistic low altitude training conditions for pilots.

A training route will often end in a restricted area. A restricted area is typically used for weapons training. The land within the restricted area is owned by the military and may be used for activities such as bombing practice. One example of this activity in Colorado is the Airburst Range located at Fort Carson near Penrose in South Central Colorado. A restricted area typically covers five to ten miles on the ground and extends from the surface up to twenty thousand feet. The airspace is restricted to ensure the safety of non-participating civilian aircraft. The third type of military airspace is called a military operations area or MOA. A military operations area is a large expanse

of airspace designed to accommodate a wide variety of different flight activities.

Let me now return to the first of the three messages that I shared with you at the beginning of this presentation. In response to the new Denver Airport and important training changes the Guard has developed a proposal to change the existing airspace needed for realistic training.

One of the key driving forces behind this proposal begins at the new Denver International Airport. The relocation of commercial air carrier ground facilities has affected commercial flight paths over the entire state of Colorado.

The adjustments were mandated by the Federal Aviation Administration. As this illustration shows, the new commercial flight paths cut through the training area most used by the Colorado Air National Guard for more than twenty years.

The second driving force is the need for different airspace that responds to important training changes. The Colorado Air National Guard and other military users need to operate more efficiently than ever before. For example, budget cuts have resulted in a reduction of flying hours and other resources available.

The proposed modifications are designed to allow military users of the airspace to operate more efficiently.

By being more efficient, military users can accomplish more training activity with a decreasing number of available flying hours.

The third driving force is that the proposal will allow for realistic training in response to new training activities. For example, it will allow training to accommodate sophisticated new weapons systems such as advanced medium range air to air missiles. Let me now go back to the second key message.

The Air National Guard has modified the original proposal into its Preferred Alternative based on public comments and have now completed a Draft Environmental Impact Statement.

Several points can be made relating this key message. First, the modifications are the result of extensive involvement by the general public, government agencies and your neighbors, who formed a citizens airspace working group to represent your interests.

After several months of review, the Citizens Airspace Working Group established by elected officials made recommendations to the Air National Guard and to Governor Roy Romer, Congressman Wayne Allard, and Congressman Scott McInnis.

These recommendations were received by the Air National Guard and considered along with other analyses conducted for

the Environmental Impact Statement.

Now, let's look at the proposal as it relates to military operations areas. The modified proposal applies to several blocks of airspace throughout Colorado. I would like to describe each one in turn, taking you around the state in a clockwise pattern.

First, the Kit Carson military operation airspace is the most critically affect by the new Denver International Airport's commercial flight paths. The proposal calls for the renaming of the Kit Carson airspace to the "Cheyenne Military Operations Area." The proposal also calls for a shrinkage of the airspace by eliminating ten miles from its western boundary.

It also raises the existing floor from 100 feet above ground level to 300 feet and divides the existing airspace into high and low sections. The use of Cheyenne will be coordinated with the Federal Aviation Administration.

Moving clockwise in the southeastern part of the state, the proposal calls for the establishment of the Two Buttes military operations area. This airspace would be divided into low and high sections. The airspace would go from three hundred feet above ground level to eighteen thousand feet. The low section would only be used for 12 days per year.

The next airspace being considered is the existing Pin-Yin Canyon military operations area. The proposed

modification of Pin-Yin Canyon military operations area was prompted by a Federal Aviation Administration review.

The proposal involves moving the eastern boundary to the Pin-Yin Canyon military operations area approximately one mile to obtain clearance for a commercial airway. According to the Federal Aviation Administration review this change is necessary both for safety and efficiency.

Now we'll move clockwise to South Central Colorado and the Wet Mountains. The modifications for La Veta Military Operations Area were eliminated under the Preferred Alternative leaving the airspace in its current configuration as recommended by the citizens Airspace Working Group and Governor Romer, and endorsed by the Air Guard.

Now we'll move north to airspace associated with the Airburst Range in South Central Colorado. The proposed Airburst military operation area near Penrose involves the following.

First, the proposal calls for reduction of the size of the existing Fremont military operations area by cutting off its southwestern corner. This will remove Guard airspace from over Canyon city and Penrose.

Second, the proposal calls for combining the existing Fremont military operations area and the last segment of existing military training route referred to on the map as instrument route 409.

Third, the proposal calls for the renaming of the combined airspaces to the "Airburst Military Operations Area."

This new airspace will be divided into three sections. Section A would extend vertically from fifteen hundred feet above ground level to eighteen thousand feet.

Section B would extend vertically from three hundred feet above ground level to eighteen thousand feet.

Section C would extend vertically from five hundred feet above ground level to eight thousand, five hundred feet.

Now let's move on to the military training routes.

Under the proposal, the first route to be considered is

instrument route 409. The minimum altitude of the last two legs of this training route, and all other training routes into the Airburst Range would be raised to five hundred feet above ground level. This route will continue to be used by other military units. The last leg of the training route would serve two functions. First, it would serve as a military operations area. Second, it would continue to serve as a training route.

The next training route to be considered is the training route 415. The altitude floor would be raised from one hundred to three hundred feet above ground level.

The next route to be considered is visual route 413.

The proposal calls for the width of this route to be narrowed

in several areas. The training route's altitude floor would be raised from one hundred feet to five hundred feet above ground level. The ceiling of the route would be raised to a maximum of three thousand feet. The purpose of raising the ceiling is to avoid wilderness areas. In addition, this route is being moved slightly to the southwest to avoid Mount Blanca, which is part of the federally established wilderness area.

The next training route to be considered is visual route 4123. The proposal calls for the total elimination of this route. The floor of the existing training route is one hundred feet above ground level.

The next training route to be considered is the establishment of visual route 427. The proposal calls for the route to link Cheyenne, Two Buttes, Pin-Yin Canyon, and Airburst Military Operations areas. Except for the last two legs, the altitude floor of this route would be 300 feet above ground level.

The next training route to be considered is instrument route 415. The proposal calls for the elimination of a maneuver area from the route. The proposal would also establish a new route, as instrument route 424. This route would allow aircraft to fly in the reverse direction along the same path as existing instrument route 414 and 409.

The final training routes to be considered are routes

416 and 426. The same principal for allowing reverse travel along an existing training route applies to the portion of route 416 that is being eliminated. Route 426 would provide for reverse direction travel along the same path as the former segments of route 416.

The same principal for allowing reverse travel along an existing training route applies to instrument route 416.

The same principal for allowing reverse travel along an existing training route applies to instrument route 416. Route 426 would provide for reverse direction travel along the same path as instrument route 416.

Now that I've described for you modifications of the original proposal based on public comments, let's take a look at the draft environmental analysis. The main environmental issue raised during the first public comment period for both training routes and operation areas was noise and its potential effects on wildlife and humans.

The Air National Guard's environmental protection specialists performed extensive sound monitoring tests throughout the affected areas. they used state of the art computer modeling and methods that are nationally and scientifically accepted within the environmental industry.

Sound monitoring was witnessed by representatives of the Citizens Airspace Working Group and other private citizens. One of the citizens working group members, John Kenney,

described to a Pueblo based television reporter how he felt about the monitoring process conducted during the summer of 1994.

"I think this is very good. I appreciate being able to observe this, and I think -- I think everyone's making a sincere effort to see that we can have a situation where the military has what they need for training and that the people are considered and that our lives are not disrupted to any great extent."

The Air National Guard also sponsored monitoring and tests of overflights and aircraft noise on the largest bison herd in Colorado. This herd is located in the San Luis Valley.

A Peregrine Falcon study was conducted jointly by the US Fish and Wildlife Service and the Colorado Division of Wildlife.

When all the tests were completed, all data and analyses were turned over to acoustic experts.

The acoustic experts factored in scientific data about population distributions, land uses within the affected area, sleep and hearing disturbance studies, wildlife studies and other research to determine potential noise impacts.

another key area identified in the public comment period was socioeconomic impacts. An expensive review of local and state records was performed and is presented in the Draft

Environmental Impact Statement. This review included data from areas that have been experiencing low level military flights for at least twenty years.

Examining past flight activity and economic records for these areas provides an excellent indication of the potential socioeconomic impacts on property values and tourism revenues.

Many other areas are addressed in the draft environmental analysis, such as safety, outdoor recreational opportunities, and solitude.

The third key message that I wanted to share with you in this presentation is that your involvement and comments on the Draft Environmental Impact Statement are vital to the Guard and is the main purpose of this meeting. I encourage you to please take as much time as you need to gain more information from the environmental protection professionals and other experts at this meeting. Your neighbors will also be available to discuss their views and comments on the environmental analysis.

As you go through the meeting keep in mind that the environmental analysis process and this formal public comment forum are required by the national Environmental Policy Act, which is commonly referred to as NEPA.

NEPA says that all federal agencies must study the potential effects of proposed agency activities on the human

and natural environment.

As part of the study process, formal meetings such as this are required to give the public an opportunity to comment on their environmental concerns. Here is what you will find at this meeting.

First, the Guard has set up several information stations. Second, interested citizen's groups comprised of your neighbors have also set up information stations so that you can get even more information. You can spend as much time as you like at any area and ask as many questions as you like. There are several ways your comments and concerns can be entered into the official record.

These include; written comment sheets and tape recorders located throughout the meeting area. Two stenographers are also here to record your comments. One stenographer is in the open house area. Finally, a separate meeting room will open from seven to 9:00 p.m. for people who want to make comments in front of an audience.

Regardless of the method you choose, all of your comments will receive the same attention and consideration in the final environmental analysis. Once again, I want to encourage you to participate at this meeting and provide your comments and concerns in writing or orally. Thank you for your time and attendance. Enjoy the meeting.

PRIVATE COMMENT PORTION

RESPONSES TO COMMENTS

Response to Comment No. 1 Bice

Because of the potential for loss of a pilot's life and the high cost of modern military aircraft, avoidance of collisions with birds is extremely important to the ANG. The potential for a bird-aircraft strike would not change significantly under the proposal. Both the Original Proposal Alternative and the Preferred Alternative consist largely of modifications to existing airspace or establishments of new airspace in the vicinity of existing airspace. These actions would, therefore, encompass the same seasonally adjusted bird avoidance procedures associated with the bird migration corridors as are utilized currently with the existing airspace. Due to the fact that only four bird strikes have occurred in existing airspace associated with the Colorado Airspace Initiative in the past five years, the likelihood of future bird-aircraft strikes under any of the alternatives would be expected to be low.

The USAF has established a Bird/Aircraft Strike Hazard (BASH) Team to implement procedures to prevent and reduce the threat of bird/aircraft strikes, and to investigate and track any bird strikes that occur. In addition, each USAF/ANG base or flying unit is required to establish a BASH program to minimize the risk of bird strikes both at the base airfield and in airspace training routes for the unit. The USAF BASH Team assists each base or flying unit by providing Bird Avoidance Model (BAM) graphs. These graphs estimate the relative bird strike risk for flying along a specific low-level route or operations area. The model is developed on the basis of waterfowl and raptor migration and concentration data. The BAM graph depicts the severity of the bird strike hazard at a particular time of day, month, and segment of a low-level route. This information is used by the flying unit to determine the optimum route schedule and avoidance measures to be taken to prevent bird/aircraft strikes. In addition, the unit publishes Notices to Airmen (NOTAM) to alert transient aircrews to specific bird migration hazards, activity periods, and avoidance procedures.

Response to Comment No. 2 Bice

Military training route VR-413 is an existing airspace currently used for training. Under the Preferred Alternative, its width would be reduced in size to 6 miles. This would significantly reduce the land area under this airspace and would move its eastern boundary away from the Sangre de Cristo Mountains and the Great Sand Dunes National Monument. In addition, its turn point near Mount Blanca would be moved further south. The minimum altitude would be raised from surface to 500 feet above ground level.

MS. SARAH BICE: My name is Sarah Bice.

I am raising a family here in the San Luis valley. As a tax paying citizen I am doubtful about these high tech F-14s. I especially think they are very inappropriate flying around the San Luis valley which is a haven for our national bird, the bald eagle. And you know, you can't be doing these aircraft experiments or practicing, you can't be flying them around in an aviary and that is what the San Luis valley is. It's a sanctuary. It's a bird sanctuary. We have two wildlife refuges specifically as an aviary for many of our birds, some of which are endangered species. If you have these jets flying around then I think it's incompatible.

So I suggest that they eliminate the VR 413. That be eliminated definitely. I am adamant about that part and then I highly suggest if they are interested in carrying on with this business that they consider more seriously the alternatives developed by the Colorado Airspace Initiative working Committee which is, I believe, located in the appendix of the Environmental Impact Statement, EIS. I would appreciate a response to my concerns because I pay taxes.

PUBLIC COMMENT SESSION

MR. ED WRIGHT: We will begin the public comment period. I would like to introduce myself just so you know who is here. My name is Ed Wright. I am a professor of political science at the University of Southern Colorado.

RESPONSES TO COMMENTS

Response to Comment No. 3 Bice

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

I am here to moderate this public hearing to receive public comment. I am here at the request of the president of The University of Southern Colorado. The office of the governor has requested the president of the university to do this who in turned asked me for these three or four different meetings this week.

My function is to moderate or facilitate the public hearing to receive public comment on the draft environmental impact statement supporting the modified Airspace Initiative. I am committed to that process.

I am not employed by any interest to these proceedings and I am responding to a public request that I moderate the public meeting.

The purpose of the public hearing is to provide an additional way in which affected publics can make an input to the decision making process.

Other ways include the written comment to be left in the box in the display area or a private oral comment taken by a stenographer also located in the display area.

You could also provide written comment in letter form to the Air National Guard Readiness Center at the address that is contained in this information packet that you should have all received.

Again, my commitment in this exercise is to build the clearest record of your public comment of the draft EIS.

Because it is a public hearing those wishing to speak are required to register their intent on a card provided when you arrived. That card is to be given to the individuals in the rear of this room if you haven't all turned them in. When called you will be given an opportunity to make a comment which will be recorded by a stenographer for the record and will appear in the final environmental impact statement.

We need to recognize that few of the final decision makers are here. However, all will receive the record of the public comment of the hearings at tonight's proceedings.

For that reason I would like to just make a couple of statements. The more factual your comments are, the more direct your comments are and frankly, the more dispassionate those comments are the more compelling will be the record produced to which those decision makers must respond.

If you wish to address a specific question or issue and receive a direct response please speak with an appropriate official in the display area.

In the interest of fairness to ensure that all individuals who wish to have an opportunity to provide a public comment get to do so, to ensure that their input or comments are heard so as they can be properly recorded and to be fair in terms of the time advertised to the public, the following procedures will be followed.

Speakers will be identified for the public record as described above, that is to say, by registering with a card, giving the card to a person who will bring it forward and then come to the microphone when called.

Your comments will be limited to five minutes. I will indicate when four minutes have expired. After everyone has been heard you will have an opportunity to speak again for five minutes and we will follow that order until either there is no one waiting to speak or until the advertised time period has elapsed. We will adjourn the public meeting at 9:00 o'clock. That is only fair to those who came expecting it to last until 9:00 and who wanted to hear all public comments made.

One person will be recognized to speak at a time. Interruptions will only diminish the quality of the public record. Unless the interruption was intended to prevent what is being said, we will stop recording comments and will not resume until the interruption ends. Time will continue to expire. If the interruption is intended to prevent what is said, then time will not expire while the interruption continues.

Individual may not cede their time to other speakers.

The first speaker is Kizzen Dennett.

RESPONSES TO COMMENTS

MS. KIZZEN DENNETT: Can you hear me now?

As I said before my name is Kizzen Dennett. I live in Crestone. I am the publisher of the local newspaper there, the Crestone Eagle. I am also the mother of three. I have also just retired from working with the ambulance service there for fifteen years. I am a private citizen.

I have been following this whole story all the way along. I have lived in Crestone about thirteen years. I have been very familiar with the fly offers in the area. I would like to say from my own experience that what we have today is very different than what we had five years ago and probably will be very different than what we have five years in the future.

I have some of my own personal stories to tell in having a fly over area directly over my house. I was able one time when I dropped my children off at the Moffat School, which was the school that had all of our children in it for something like a twenty mile radius, and one day when I just dropped them off and I was there in the parking lot two fighter jets came over the school. The lead one got in position for like a strafing or bombing run and it came right down, oh, probably not more than fifty to a hundred feet over the top of Moffat School.

My children were in this school. He was followed by the second pilot who did not drop quite as low. You could almost

Response to Comment No. 1 Dennett

The ANG takes the public's concerns about pilot accountability very seriously. Any misconduct by a military pilot is a serious matter. If a member of the public is experiencing any problems with the military's operations in any of the airspace in an area that affects a person directly, the public affairs officer at the nearest military installation should be contacted immediately, or call (800) 582-8507.

The Federal Aviation Administration and each military service have very strict rules to ensure pilots stay within defined training airspace. The rules govern minimum altitudes, maximum speed, and type maneuvers that can be performed inside and outside designated training airspace. Military commanders have the authority to suspend pilots who willfully violate flight rules, such as flying outside designated training airspace. The military closely manages the airspace they use to ensure they do not exceed planned parameters.

hear them laugh as they pulled away, did some little maneuvering, streaked off down the valley.

Had two other experiences where I was almost run off the road. Just poor reflex. I was on Highway 17 traveling south just below Mineral Hot Springs and this incredible noise came up behind me. I had no idea what it was at all. I reacted instinctively to that noise and I hit the shoulder of the road thinking something on the road was coming at me.

There was not much shoulder. I had to fight for control of the car. I had my children with me. I came very close to losing it and rolling end over end in the ditch.

This happened again when I was traveling right through the heart of the Baca Grande Subdivision. This was a common experience for people who have lived in the Crestone Baca Moffat area.

This was against the law. This was against the military air force Colorado Air National Guard laws at the time. The pilots knew that this was forbidden and yet they did it.

Throughout this whole process I have never seen any kind of accountability coming down on what to do over pilots who break the law.

You can set all sorts of height limitations and they can be law but they are broken over and over again. I am in the media business. I applaud the media people who put together this display, this demonstration, these videos. They did a

RESPONSES TO COMMENTS

Response to Comment No. 2 Dennett

The ANG cares about the people that live near their training areas and how they feel about the activity associated with training. The NEPA process is providing the ANG with an opportunity to hear exactly what the public feels about its proposal before any decisions are made. Every scoping comment and every comment on the Draft EIS sent to the ANG has been read and incorporated into the administrative record for the proposal. Public comments have provided a better picture of what subjects the public wanted addressed in the document and have enabled the ANG to improve the EIS by adding or expanding to discussions in the Final EIS. Examples of added or expanded discussions include human health effects, natural quiet, environmental justice, amongst others.

Response to Comment No. 3 Dennett

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

Response to Comment No. 4 Dennett

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

wonderful job. The idea was to sell you on this project. To sell you on it. And when you see what they put out you read between the lines. When they say that public comment was received and considered they did not say that it was incorporated into the doctrines. It was not.

I am here. It took me -- I live round trip here will be over a hundred miles. The people of Crestone and Moffat who are the closest right smack in the middle of where this training flying bombing route is going to be, we asked for these hearings to be held within our own neighborhood.

If it had been held in Moffat there would be standing room only right here. But that wasn't done because it is an appearance of receiving public comment. It is an appearance that these issues were going to be acted on. This is just to satisfy some criteria.

I have no faith that whatever is being said will actually be acted upon. The people here -- we say this is a democracy. That is what our fighters are all training for is to protect us as people, our rights.

Well, whenever everybody in an area says no, votes no, loudly hires lawyers, writes letters, says no, and the military says, we say yes, that's not a democracy. I would urge the military that is putting this whole project together to remember who it is that they represent. That it is us that they represent. And that our views, our wishes should be

RESPONSES TO COMMENTS

primary.

I thank you. I am opposed to this Draft Environmental Impact Statement. I would remind everybody that the Colorado Air National Guard was forced to do an environmental impact statement. They did not volunteer. They did not suggest it. They were forced to. And I am very much opposed to having aircraft flying over my head. Thank you.

MR. WRIGHT: Mr. Jim Zeiset? Mr. Dale

Ahlquist?

MR. DALE AHLQUIST: My name is Dale

Ahlquist. I am the Director of the National Airspace Coalition. It's a national public interest group, a non profit organization. And I have been involved in airspace issues all around the country but the organization was given birth to by this particular airspace issue out here in Colorado. My office is in Minnesota. I just want to say that I prepared a thirty-one page critique of the DIS. If anybody here wants to have a copy of that I brought some with me and please see me before you leave.

I am going to confine my comments to just a couple of things. I want to say that my main problem with the draft EIS is its noise analysis and I don't think it is a proper analysis, a proper application of standards.

I don't think you can use the standards that apply to communities around airports to wilderness areas and remote

Response to Comment No. 1 Ahlquist

The approach used in the EIS has been modified. The Federal Interagency Committee on Noise (FICON), representing a variety of Federal agencies with a mix of concerns associated with aircraft noise, reviewed aircraft noise analyses issues in 1992. This committee's report (FICON 1992) continued an approach to evaluating relative impacts associated with aircraft noise that has been recognized by noise analysis experts as the most widely endorsed and comprehensive approach to aircraft noise analysis available. This approach to noise analysis was incorporated into the analyses associated with the Draft EIS. In general, Federal land use compatibility criteria are derivatives of guidelines first devised for land near airports. All land use compatibility is based on the use of Day-Night Average Sound Level (abbreviated as DNL or Ldn) as the descriptor representing community noise environments. The criteria treat areas below DNL 65 dB as compatible for all uses, including residential, and they treat DNL 65 dB as a threshold for significant exposure. There is no generally accepted method for treating rural areas differently for these purposes.

However, many EIS reviewers, including some members of the Federal regulatory community, felt the application of the FICON standards, and the 65 dB threshold, to a rural setting was inappropriate for such areas with more quiet ambient noise conditions. Consequently, the use of the 65 dB threshold as the sole means to assess relative impacts or the acceptability of noise levels associated with aircraft operations addressed in the EIS has been modified and the analysis now includes additional information to evaluate potential impacts.

RESPONSES TO COMMENTS

Response to Comment No. 2 Ahlquist

Taking into account the conversion at Cannon AFB from F-111s to F-16s, and the reductions of sorties flown in CAI airspace, the Final EIS shows that noise in this location will increase from 44 to 48 dB. The impact of this increase is discussed in more detail in the Final EIS in Subsection 4.4.

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rural areas where people are seeking to live and recreate there because of its natural quiet.

But using the arguments that are in the draft DIS, using their own numbers and using the criteria and the information that is in the draft DIS, I want to point out a couple of things. On page 2-51, it says that the noise level would increase from fourteen decibels, it would increase fourteen decibels under VR413 from forty-four decibels as the existing base line to fifty-eight decibels under the Preferred Alternative.

That is fifty-eight decibels over a twenty-four hour period. That is the average decibel level. Shows a fourteen decibel increase from the existing base line to what it would be under the Guard's plan, the Preferred Alternative.

On page 4-206 the report quotes FAA 1985 Aviation Noise Effects Report which says that noise has been shown to decrease property values approximately 1% per decibel increase.

So a 1% decrease in property value for a one decibel increase in day night decibel levels. So using their own reasoning this would say that the property values of the property under VR413 would decrease 14%.

My question is how can that not be considered a significant impact. One other thing I would like to point out is that in appendix H under the actual noise test

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Response to Comment No. 3 Ahlquist

In order to address concerns regarding possible devaluation of real estate, the EIS evaluated historical data for property values. This analysis compares counties within the study area for the CAI, including those areas with currently utilized military airspace, to counties outside the study area. The results indicate that all counties experienced increases in property values. Further, in terms of median property values, counties within the study area for the CAI increased 99.71 percent compared to counties outside the study area, which increased 57.74 percent. Whereas a report published by the Federal Aviation Administration concludes "that noise has been shown to decrease the value of property by only a small amount--approximately 1 percent decrease per decibel (DNL)," this analysis applies to airport/airfield environments and not land areas underlying military training airspace. Therefore, although it is not possible to absolutely conclude that counties experiencing military aircraft overflights incur any greater change in real estate values than counties not experiencing similar overflight activity, it is not likely that real estate values would drop as a result of the CAI.

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Response to Comment No. 4 Ahlquist

There are areas in which noise levels currently exceed 65 dB. The purpose of the EIS is to assess the impact of the alternatives.

RESPONSES TO COMMENTS

conducted by the Air National Guard and their contractors one of the locations under VR413 the day night level was sixty-eight which is in exceedence of the famous sixty-five day night level which is used as the base line over which they do not want to exceed. They do not want to exceed that sixty-five DNL. So this is proof positive of an actual location where the day night level was higher than sixty-five.

Also in that figure there was no adjustment for the onset rate. So a 5%, five decibel penalty should have been added to there so we are talking about seventy-three decibels for the day night level. Again, my question is how could that not be considered a significant impact.

MR WRIGHT: Thank you. Mr. Bob

Senderhauf?

MR. BOB SENDERHAUF: I guess we are okay.

My name is Bob Senderhauf. I am from Westcliffe, Colorado. I'm one of the people that originally started the Custer County Action Association and after the existence of that organization we spread out and we started another organization in Gardner, one in Rye, one in La Veta, one over in Crestone and we then formulated what is known as CASA and it is a group from each one of these areas.

First of all I would like to protest the fact that there are not meetings in Moffat. There is not a meeting in

Response to Comment No. 1 Senderhauf

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

RESPONSES TO COMMENTS

Gardner. There is not a meeting in Rye. There is not a meeting in Fort Garland and there is one meeting in Westcliffe.

The reason that I want to protest this is it was earlier stated that these are the communities that are directly affected by this particular issue and to then have meetings outside of that area I don't feel as though you are getting the true feelings of all the people that are directly affected by this particular issue.

There are a number of things I'm also concerned about with the draft DIS. I am not going to go into those in great detail because I am going to follow up with that further in the Canyon City meeting tomorrow evening as well as the Westcliffe meeting the evening after that.

But I do want to hit on the working group. The working group was an organization that came to be with the guidance of Congressman Scott McGinnis, Wayne Allard and the Governor's office.

There were a number of people that participated in this particular group of meetings and they worked very hard and very diligently in trying to come up with a proposal. It is one thing to go ahead an object to an issue and there is another thing in trying to work your way through an issue. And that is what the people did that are affected underneath the proposed expansion of the MOA And MTR's in the

Response to Comment No. 2 Senderhauf

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

communities that I just mentioned. Along with those people there were people from some of the federal agencies as well as the governors office.

We were asked to put together a report which was completed on June 1st, 1994. And it was a pressure finish, if I may, the last three weeks of that I will tell you was unbearable for those people but we did it. We hit our deadline on June 1st, 1994.

We then sent this document off and to this date we have had a couple of responses. One was from the governor and one was from Congressman McGinnis's office. Surprisingly enough, as of this date I have as a member of that committee never received an official communique of any kind from the Colorado Air National Guard or the Air National Guard Readiness Center at Andrews Air Force Base. Personally I am taken aback by that immensely because we tried.

Along with that, this particular issue was then carried forward and there was a meeting with the Governor of Colorado and Irene Kornelly and I believe some representatives, I'm not sure who they all were, from the 140th Wing out of Buckley Air Force Base.

Again, the rest of us were not included in that particular meeting in order to come up with a final document that was to be released to the people. That particular document was released by the governor and by the Colorado Air

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continued

RESPONSES TO COMMENTS

National Guard. There were about fifteen or sixteen points that were brought up in that particular document and I believe in the Governor's statement he said that we had a win win situation and we have satisfied a number of these issues.

The issues that were compromised on were approximately thirteen of the sixteen or seventeen issues and those numbers may not be exact but they are approximately.

My particular position on that is we left 90% to 95% of the problem on the table. The problem that sits on the table today is elevations or altitudes which they are going to be flying, the numbers of sorties that are going to be flown, and more specifically that affects our area is Air Burst C which is a new MOA that is trying to tie the existing La Veta MOA into the Airburst range. Why is that a concern?

The concern is this, and I can't reference the page number, I am sorry I should have written it down, but we were told, we were told that there was supposed to be no more than about twelve hundred sorties going through the MOA La Veta MOA.

In this document put out in the draft DIS it does say that there is a point that there is going to go 5333 sorties and if you put in the Air Burst C that is going to give them the ability to develop the race track which means according to their document that they can come through it four times. According to the document that was originally put out it was

3,4,5

Response to Comment No. 3 Senderhauf

Sortie numbers are an excellent means to determine potential overflights. MTRs are one-way traffic routes so an aircraft can pass over a single location only one time on one sortie. MOAs do allow an opportunity for multi-directional traffic; however, training objectives to vary the pilot's experiences during the sortie and fuel limitations of the aircraft would make repeat identical passes over one ground location an undesirable and unlikely training scenario.

Response to Comment No. 4 Senderhauf

The total contracted costs associated with the preparation of the Draft EIS, including planning, scoping meetings and responses to scoping comments, interagency coordination, and the actual preparation of the documents, was \$1.354 million.

Response to Comment No. 5 Senderhauf

Under the Preferred Alternative, the maximum number of sorties for the Colorado Airspace Initiative would decrease from 5,441 sorties to 4,909 sorties per year.

RESPONSES TO COMMENTS

6.2 times. So there is going to be areas in here that there is going to be fly overs -- remember a sortie is one take off one landing, but this race track that is going to be developed in that area they are going to be able to come back into the MOA, there is going to be up to eighteen, seventeen, nineteen thousand possible overflights. I am not saying sorties. I am saying overflights.

Those are just a few of my concerns. I got the nod that my time is up so I want you to know we appreciate the time, we appreciate the opportunity to say a few words and I would like to make it very clear to everybody that is in this room as well as to the military we are not an anti-military group. We are not a militia group. We support the mission of the Colorado Air National Guard and the military in our country.

I don't want to hear anybody from the military or anywhere else connected thereto saying anything different. Thank you.

MR. WRIGHT: Mark Jacobi.

MR. JACOBI: We are back from a commercial. Okay, my name is Mark Jacobi. I live in Crestone. In the eight years I have lived there I have been on the fire department for all eight years. Also on the POA Board of Directors for the Baca Grande development and we wear many hats up there.

But I would like to touch on a few ideas here tonight.

Response to Comment No. 6 Senderhauf

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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RESPONSES TO COMMENTS

Response to Comment No. 1 Jacobi

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2 Jacobi

The Colorado Airspace Initiative is not an expansion of airspace, but rather a modification. In many cases, this modification actually results in a reduction of airspace and/or number of sorties flown. The need for the Colorado Airspace Initiative is presented in Subsection 1.3 of the EIS.

Response to Comment No. 3 Jacobi

The operation of the 140 WG out of Buckley Air National Guard Base in Aurora has an obvious economic impact for the immediate surrounding communities. In 1994, the payroll for the Colorado Air National Guard personnel stationed at Buckley exceeded \$34 million and local expenditures, primarily contracting and purchasing, were almost \$22 million. The State of Colorado collects property taxes from the men and women who work at Buckley and live in the community, and collects sales tax dollars from all purchases made within the State by ANG members. These revenue sources are a part of the general funds for the State which are distributed on a yearly basis by the General Assembly to every county in the State.

One is that as I was coming through the display area I kind

of noticed one of the posters proclaimed that the Air

National Guard is entrusted with the ethical care of the air, land, and water resources. That kind of stuck in my head. I am not a physics major but air to me is among other things a carrier of sound and jets are very loud especially as they fly over schools, four of them in our valley and our children are not in a war situation and should be treated as such.

This has been stated before that there are four schools on the VFR and it was told a long time ago and nothing has been done to change that in the present DIS.

As Kizzen Dennett so eloquently put it, these are our future. These are our children and we are jeopardizing them. The chances of something hitting a school aren't pretty large but what if it did happen. I mean that is pretty creepy.

Any way, I would like to address the speculative quality of this Initiative. I kind of see it, it's a personal opinion, but I see this as an attempt to grab the airspace now while you can because you might need it or you might not need it later but at least you have got it then. Something to think about.

Another point I would like to raise is that the front range gets the economic benefit from the air bases. And as my mom used to say, if you are going to clean up your room, don't put everything in your closet. The economic benefit is

going to the front range and the back range that is us in the valley are really getting no economic benefit whatsoever out of this. In fact, as Mr. Senderhauf -- no, the second speaker pointed out we are actually losing 14% of our property value.

There are plenty of places to train at this point in time. I don't see the necessity for this kind of a new action. I would like to make the point about the contributing factor of quiet to a way of life.

You didn't hear anything, did you? That was my point. It is quiet here. And the more you bring a jet in here the less quiet we have when you are out fixing fences or working your gardens or working outside building houses, whatever. It's pretty quiet and that is a lot of the reason why we live here. That is why we don't live on the front range next to the airports.

Anyway, I would like to touch on the fire side aspect of this. As I said I have been the Chief of Operations for the last four years and the Chief of the fire department for the four years before that.

One thing I noticed from the EIS was that the departments in the valley were not really consulted in any of this. We were touched on as to the fact that we would be able to train on how to pick up after a crashed F-16 were that to occur. No details. Whether we pay for our own transportation, our own lodging, our own food. None of this

RESPONSES TO COMMENTS

Response to Comment No. 4 Jacobi

In order to address concerns regarding possible devaluation of real estate, the EIS evaluated historical data for property values. This analysis compares counties within the study area for the CAI, including those areas with currently utilized military airspace, to counties outside the study area. The results indicate that all counties experienced increases in property values. Further, in terms of median property values, counties within the study area for the CAI increased 99.71 percent compared to counties outside the study area, which increased 57.74 percent. Whereas a report published by the Federal Aviation Administration concludes "that noise has been shown to decrease the value of property by only a small amount--approximately 1 percent decrease per decibel (DNL)," this analysis applies to airport/airfield environments and not land areas underlying military training airspace. Therefore, although it is not possible to absolutely conclude that counties experiencing military aircraft overflights incur any greater change in real estate values than counties not experiencing similar overflight activity, it is not likely that real estate values would drop as a result of the CAI.

Response to Comment No. 5 Jacobi

The use of other training areas was examined as part of the development of the alternatives studied in detail in the EIS in Subsection 2.3. The proposal was designed to minimize conflicts with potentially sensitive areas while providing the training resources necessary to meet military readiness requirements. Specific narrowing criteria for the selection of military training airspace (see Subsection 2.3.3 in Volume I) were used to evaluate other locations, and no alternative training areas were identified that could be substituted for the airspace configuration proposed in the alternatives studied in the EIS.

The primary user of the airspace included in the Colorado Airspace Initiative is the 140 WG based at Buckley Air National Guard Base in Aurora, Colorado. Because of limited resources and aeronautical constraints, virtually all of our nation's fighter units train in airspace that is within a "tank of gas" of the aircrews' base.

Response to Comment No. 6 Jacobi

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

Response to Comment No. 7 **Jacobi**

Initial response to an aircraft accident is the responsibility of the civilian authorities nearest the crash site, who would provide emergency services such as fire, police, and medical assistance, as necessary. It is the responsibility of the civilian unit responding to an aircraft accident to determine what response actions they are capable of performing, including the evaluation of proper personnel training and response equipment. If the responding unit is not capable of performing certain response actions, they should request assistance from the nearest civilian unit capable of performing the required response. In the event of an aircraft accident, the nearest USAF installation would be notified by these authorities. In most cases, the nearest USAF installation would have been previously notified by the USAF unit associated with the downed aircraft. Upon notification of the aircraft accident, the commanding officer of the nearest USAF installation dispatches a Disaster Response Force. The Disaster Response Force includes personnel who have been trained to respond to this type of occurrence, and would include disaster preparedness, security police, medical, fire department, legal, munitions, mortuary, and others as required. The Disaster Response Force would assist local response teams in matters of fire suppression, site security, medical treatment and evacuation, accident evaluation and investigation, retrieval of classified materials or equipment, and protective measures, such as munitions disposal and hazardous/toxic materials protective measures. When necessary, the Disaster Response Force would coordinate activities with other regional response forces to ensure all personnel and equipment are obtained for proper mitigation and control of the accident site. It is the ANG policy to provide training, upon request, on aircraft accident emergency response to any recognized emergency response agency.

RESPONSES TO COMMENTS

stuff. I am not sure if that is particularly necessary for an EIS but it does touch on something that makes me think that a thorough investigation was really not accomplished. We were never consulted. We were basically told that we could train and that was all we were told. Never asked us whether we were prepared. How many people we had. Whether we were willing to do this.

Also from a fire standpoint I would like to point out the fact that Highway 17 which is directly beneath the route is deemed at this point in time a primary haz mat route. That means anything from fuels to nuclear waste can travel that route legally and do.

And as Kizzen pointed out when you are on the road and an F-16 comes up behind you, you definitely lose control of your vehicle. This happened to me and I have almost been blown off of a roof. So I shudder to think what would happen when a fuel truck comes down the highway and a F-16 scarce a driver to the point that he goes into the ditch. We are not prepared for that.

While I have come to somewhat enjoy the relationship that I have with the Air National Guard I am not happy with the response to complaints. Complaints are not responded to in a timely fashion. And these complaints are quite valid.

In closing, I would draw attention to this quiet. Again, it is something that all of us who live here have come to

Response to Comment No. 8 Jacobi

The 140 WG and other DOD units routinely avoid overflight of known or mapped vehicular routes that carry significant volumes of traffic.

Response to Comment No. 9 Jacobi

Since its inception, the toll-free number (800) 582-8507 has helped the ANG to monitor and reduce the number of aircraft noise complaints. All calls to the number are taken seriously regardless of how the caller characterizes the complaint. If callers are not satisfied with the 800-number service, experience future problems with the toll-free number, or feel they are not getting a timely response, an alternative is to call the 140 WG Commander at (303) 340-9555.

RESPONSES TO COMMENTS

Response to Comment No. 10 Jacobi

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 1 Richmond

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

take for granted except for when there is a large disturbance in the area. And it is irreplaceable.

And this proposition tends to ensure it's going the way of the buffalo, with all due respect to Easive (sic) who is trying to bring them back.

So the last thing I would like to leave with all of you is that if we are going to change the world and if we are going to use the eagle with the arrows and the palm leaf as our symbol then we have to realize that the means is the end. That the end is the means. That we have to do it the right way.

And I don't necessarily believe that military preparedness is always the way to go. I believe we are doing a bit of an overkill with this route. Thank you.

MR. WRIGHT: Miss Patricia Joy Richmond.

MS. RICHMOND: I am Patricia Joy Richmond, Crestone, Colorado, a member of the Open Space Alliance. An environmental impact study as defined by the National Environmental Protection Act, is a serious process designed to assure civilian populations that certain actions by government agencies will not adversely impact our health, safety, socioeconomic stability, or quality of life.

Those who undertake an Environmental Impact Study should be unbiased professionals dedicated to discovering truth through application of a valid scientific process.

RESPONSES TO COMMENTS

An Environmental Impact Study should be impartial, complete, and accurate so that citizens can trust the integrity of the conclusions.

Since we citizens pay for this process, we have the right to demand, and should demand that every step of the process reinforce the intent of protecting and preserving our regional environments. We have a right to expect a level of scientific professionalism from those who have contracted with us, the people, to conduct an Environmental Impact Study. We have a right to full disclosure of all information, testimony, and data gathering during the Scoping process.

This draft EIS prepared by Science and Engineering Associates, a regular Department of Defense contractor, is a farce. It is a collection of outdated, generic jargon duplicated from old EAs and other government documents. Careful reading will find phrases, sentences, and paragraphs lifted verbatim from 20 year old documents.

But this document is not designed to encourage careful reading and analysis. The heft alone, two volumes weighing six pounds, is enough to cause the average citizen to set it aside without ever delving into the contents. It's a misrepresentation of the true meaning of scientific study.

This DEIS depends on the element of time. The kind of time that generates public apathy, to camouflage the lack of

Response to Comment No. 2 Richmond

The research completed to support the preparation of the CAI EIS follows the use of various accepted scientific methodologies used to analyze pertinent potential impacts. These analyses have been prepared by qualified scientists and engineers who perform these services for a variety of customers, including the ANG.

Response to Comment No. 3 Richmond

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

substance and specific details necessary to an honest scientific evaluation.

It was only with the support of elected officials like Scott McGinnis and Governor Romer that the Colorado citizenry managed to secure the protective procedural rights established by NEPA.

In August of 1993 the National Guard Bureau conducted Scoping meetings to acquire public comment and testimony concerning their revised proposal, the Colorado Airspace Initiative. Hundred of people attended those meetings. Some people used the opportunity to voice their opposition to low level military overflights. Others raised specific environmental issues and provided data relevant to the EIS process with the understanding that civilian input would be pertinent to the EIS process.

The Pentagon spent three years preparing this so-called Draft Environmental Impact Statement. We citizens who have to live with the outcome of the Final Decision have been given sixty days to read this document, check the sources and prepare our responses to the consistent conclusion that nothing proposed in the Colorado Airspace Initiative will have a significant environmental impact. Over and over the words are the same, "no unavoidable adverse impact".

This is the same phrase used in the first environmental assessment prepared for the 140th Tactical Fighter Wing's new

RESPONSES TO COMMENTS

Response to Comment No. 4 Richmond

The Council on Environmental Quality provides guidelines for the preparation of Environmental Impact Statements, and the review of EISs by the public and various government agencies. These guidelines direct agencies to "allow not less than 45 days for comments on draft statements" (Section 1506.10 of these guidelines). The comment period for the CAI Draft EIS officially opened March 29, 1996 with the Notice of Availability published in the Federal Register. The initial mailing of the statement to over 750 addressees was accomplished on March 20, 1996 prior to the NOA. The close of the comment period was initially published as June 5, 1996 (68 days), and then extended to July 12, 1996 (105 days).

Response to Comment No. 5 Richmond

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

three mile wide MTRs in 1977. That document cited, "no public controversy" possibly because the public was unaware of the action but it also acknowledged allowance for, "modifications and adjustments for conflict." That same document assures that directives would "prohibit aircrews operating in MTR structures from flying over cities, towns, or settlements below 1000 feet above ground level. It is the intent by design of the route, -- and I am still quoting -- and that of each military pilot to avoid populated areas, settlements, and areas that would arouse public controversy."

In 1977 when MTR 413 was first established the San Luis Valley did have an expanse of barren land as suggested in the original EA. But the San Luis Valley has changed and is changing. A true scientific study should take into consideration not only the impact upon the natural environment but also upon the human environment. It should evaluate not only current impact but also future potential. In 1977 the EA declared that the three mile wide corridor of MTR 413 will not have a significant adverse impact on the environment, nor will it become environmentally controversial.

Well, it is 1996 and MTR 413 has become environmentally controversial. Today civilians, environmental experts, and agency personnel agree that MTR 413 should be eliminated through the San Luis Valley because fast moving low level

Response to Comment No. 6 **Richmond**

Military training route VR-413 is an existing airspace currently used for training. Under the Preferred Alternative, its width would be reduced in size to 6 miles. This would significantly reduce the land area under this airspace and would move its eastern boundary away from the Sangre de Cristo Mountains and the Great Sand Dunes National Monument. In addition, its turn point near Mount Blanca would be moved further south. The minimum altitude would be raised from surface to 500 feet above ground level.

RESPONSES TO COMMENTS

Response to Comment No. 7 Richmond

All comments received during the scoping process associated with this EIS were considered in the preparation of the document. Such comments, as they relate to the proposal, have helped to improve the EIS process and have become a part of the administrative record for the proposal.

Response to Comment No. 8 Richmond

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

Response to Comment No. 9 Richmond

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

jets cannot avoid the numerous sensitive areas that

proliferate the valley floor. These sensitive areas include towns, schools, wildlife refuges, wetlands and state and national recreation areas.

Military aircraft flying MTR 413 through the San Luis valley will impact several small towns, four schools, San Luis State Park and wildlife area and the Blanca Wetlands.

In spite of testimony and comments presented during the Scoping process this DEIS makes no attempt to address specifically any environmental concerns. There was no evidence of mitigation with other agencies. There is no acknowledgment of the legitimacy of civilian concerns about health, safety, or environmental security.

The most blatant example of documentary manipulation in this DEIS is placement of the Citizens Working Committee's Alternative in the Appendix, as if this viable alternative were nothing more than supplemental information.

As has often happened throughout the last five years what we have heard does not always prove to be true. We can remember the headlines announcing the Guard had decided to discontinue flights through the San Luis Valley. Remember the modifications that supposedly reduced the airspace assigned to MTR 413 but actually extended the route twenty miles farther south? Remember the assurance that low level military jets would be excluded from flying over the Sangre

de Cristo Wilderness or small towns like Crestone? Remember the promises?

Remember that NEPA promises us a fair, impartial, thorough evaluation of specific environmental criteria as identified by regulation as well as assessment of issues raised by citizens during the Scoping process. This DEIS fulfills none of the requirements established by law.

It reflects typical bureaucratic waste. Either this document and the initiative it attempts to justify should be rejected or we, and our elected representatives, should insist that the process be followed to the full intent of the law. This requires selection of an impartial agent, a feasibility study, a scoping process that acknowledges the value of civilian testimony, inclusion of several and all viable alternatives, a true scientific evaluation of data, conclusions that fit specific situations, rather than a generic FONSI, and open disclosure rather than slick or deceptive propaganda. Since the National Guard Bureau and its agents still haven't figured out how to do this right, we should insist that they do it again.

MR. WRIGHT: Thank you. Mr. Ray

Kogovsek.

MR. KOGOVSEK: Mr. Moderator, Ed Wright,

How are you? Thank you for moderating tonight. I would like to thank the Colorado Air National Guard for hosting this

event and allowing us to come and give what are at least in my situation, my opinions, as to what the Colorado Air National Guard is doing in the Wet Mountain Valley and in the wilderness areas of the Sangre de Cristo and so on.

I want to first of all identify myself as a member of the Custer County Action Association on behalf of whom I lobby. I am a federal legislative consultant for Mr. Tom Redmond who owns a ranch in the Wet Mountain Valley both in Custer County and in Huerfano County.

A federal legislative consultant is a fancy way of saying that I am a lobbyist in Washington D.C. I am here to tell you that tonight I would like to give you just a little bit, a short history of a couple of things that happened during my short three terms as a legislator back in Washington D.C. from 1978 to 1984.

The Department of the Army decided that they needed to expand Fort Carson significantly because of the mechanized advanced training that they needed. They needed a lot more room to train their troops. As a person who represented Southeastern Colorado at the time it was up to me to stand up for a handful, a handful of families who did not want the military to come in and condemn their property and take their land for the purpose of increased training.

I have to tell you sadly that was a two year fight that I lost. And I have to tell you that there were families -- a

RESPONSES TO COMMENTS

Response to Comment No. 1 Kogovsek

Because of the many avenues through which the public has received information on the CAI, including both factual and nonfactual information from various sources, some confusion may exist about the existing airspace and proposed new airspace, particularly for the Wet Mountain Valley and the San Luis Valley. The La Veta MOA is an existing airspace. No changes are proposed for this airspace.

VR-413 is also an existing airspace; however, under the Preferred Alternative, its width would be reduced in size and its eastern boundary moved away from the Sangre de Cristo Mountains. The minimum altitude would be raised from surface level to 500 feet above ground level. VR-412, which is currently a low-altitude route through the Wet Mountain Valley, would be eliminated altogether under the Preferred Alternative, thus eliminating low-altitude training completely from the Wet Mountain Valley. Sorties over the Wet Mountain Valley also are reduced under the Preferred Alternative.

fellow by the name of Danny Sharp who comes to mind whose family had ranched in that area for three generations who had to sell his property at somewhat of a reduced price, I think, to the Department of the Army and move to Oklahoma and Kansas to take on his ranching operations.

You might ask how does this compare to what the Air National Guard is doing in the Wet Mountain Valley and in Huefano and Custer and so on. Basically, the military, at least in my opinion, will always go to where there are a handful of people living there because that is the area of least resistance.

And I think that for this reason it's one of the reasons why the National Guard is in the area that it is in because when they started this MOA many years ago there weren't many people living there and there still is not a whole bunch. And I am here to tell you that if this air grab is successful there's going to be fewer people living there in the future.

And I think that's wrong.

I guess what I would like to say tonight is that, at least in my opinion, the Colorado Air National Guard doesn't have as much control over this situation as they would like to believe themselves and certainly as they would like you and I to believe. All of these decisions are being made, especially when it comes to Buckley Air Force Base, all of these decisions are being made at the highest echelon in the

RESPONSES TO COMMENTS

Pentagon back in Washington D.C and anybody who doesn't believe that just has to read the stories that are being written as to what is happening at Buckley Air Force Base and will continue to happen at that air force base over the next three, five, and ten years.

As a person who has fought a good portion of his time to create wilderness areas in this beautiful state, the Sangre de Cristos, Greenhorn Peak and hopefully other areas in the future, I'm here to tell you that wilderness areas do not allow motor vehicles or trucks or cars or anything mechanized to set foot in those beautiful pristine areas and I think we have to ask ourselves what kind of Congress, what kind of United States Senate, what kind of government would allow its air force to fly in those same wilderness areas at Mach 1 speeds and faster and then come up with an EIS that says to its people, the inhabitants of this country, that those roars of those jet engines don't affect wildlife, don't affect Peregrine falcons, don't affect any sort of animal life that lives there because I think we are all smart enough to realize that that kind of noise is disruptive. It's not only disruptive to humans, I know it is disruptive to wildlife.

And so I once again appreciate the fact that we have the opportunity to come here and vent our frustrations, to talk about what we think is right and what is wrong and I would urge everyone that is here tonight to continue the

Response to Comment No. 2 Kogovsek

The ANG adheres to its "Policy on Air National Guard Overflights of Designated Wilderness and Wild and Scenic Rivers," as presented in Appendix L. This policy is intended to protect specifically identified areas, such as the Sangre de Cristo and Greenhorn Mountain Wilderness Areas, by limiting training operations to no lower than 2,000 feet above ground level whenever possible unless safety of the flight or operational parameters (e.g., weather conditions) may be compromised.

Response to Comment No. 3 Kogovsek

Studies conducted on wildlife have shown that numerous wildlife species have the ability to adapt to the presence of man and various man-made sound sources, including jet aircraft noise. While the noise generated from low-altitude military overflights may be initially startling, habituation to jet aircraft noise occurs with most wildlife species. Species-specific responses to low-altitude overflights vary considerably, and responses from individual animals may have the potential to cause injury. However, wildlife populations are usually affected only when a variety of factors work in combination to impact them, including declines or fluctuations in the availability of a food source, habitat destruction or alteration, predation, hunting, trapping, poaching, disease, or inclement weather, rather than noise alone. Normally, it would be unrealistic to predict or attribute any wildlife population declines to a single stressor, such as noise. In addition, no published scientific evidence was identified that indicated harm may occur to wildlife as a result of exposure to the levels of noise generated by military aircraft that would utilize the airspace associated with the Colorado Airspace Initiative.

Response to Comment No. 4 Kogovsek

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

fight because I think this is a fight that can be won and
will be. Thank you.

AT THIS TIME THERE WAS A CHANGE OF STENOGRAPHERS.

RESPONSES TO COMMENTS

Response to Comment No. 1 Dennett

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 1 Philleo

The Colorado Airspace Initiative is not an expansion of airspace, but rather a modification. In many cases, this modification actually results in a reduction of airspace and/or number of sorties flown. The need for the Colorado Airspace Initiative is presented in Subsection 1.3 of the EIS.

Response to Comment No. 2 Philleo

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

Response to Comment No. 3 Philleo

The research completed to support the preparation of the CAI EIS follows the use of various accepted scientific methodologies used to analyze pertinent potential impacts. These analyses have been prepared by qualified scientists and engineers who perform these services for a variety of customers, including the ANG.

(E. Jones) MR. WRIGHT: Kizzen Dennett.

MS. KIZZEN DENNETT: I will make this

brief. There were a lot of powerful things, very wise things, very heart felt things said here tonight. I wish I could believe that the people who make the decisions will hear these comments and act on them. I can only hope that some real changes will be made and that our voices will be listened to. Thank you.

MR. WRIGHT: Mr. Robert Philleo.

MR. ROBERT PHILLEO: I am Robert Philleo, Chairman of the Saguache Board of County Commissioners. The Board of Commissioners has been consistently opposed to a route through the valley, first an MOA and now an MTR.

One of the issues, and we talked with Governor Romer about this is we cannot get a demonstrated need defined.

The comment before was quite appropriate. We wait eagerly for that. The other points that the commissioners feel strongly about, there is no demonstrated consideration of other alternatives. There appears to be a rejection, as Kate Steichen indicated, of the intensive and vital work of the Colorado Airspace Initiative Working Committee.

And as many people have said, a reading of the DEIS suggests it is kind of a generic defense of a pre-established position. We do not see under Noise, Anticipated Environmental Effects and Socio-Economic Resources, they are

not treated in depth and the methodology appears to be questionable.

I am going to recommend to the Board of Commissioners that we seek a meeting with Governor Romer and review some of the issues that we thought were understood several years ago.

I hope the route through the valley is canceled or you give us a demonstrated need for both the Colorado Air Guard and all the invited participants from other parts of the country that we suspect will be using this space. Thank you.

MR. WRIGHT: Thank you, sir. Mr.

Ahlquist? Mr. Senderhauf?

MR. BOB SENDERHAUF: Again my name is Bob Senderhauf of the Custer County Action Association, Westcliffe Colorado. I didn't have time to make these comments before. I would like to follow up with the fact that very definitely we want to see the Working Group's Alternative to be put in and a complete study on it. The other studies that were failed to be brought up in this particular issue is the possibility of Green River. The possibility of oh, gosh, here we go. Dora, Mount Dora is also within range of Buckley Air Force Base. That should be taken a look at in its entirety. There is a SAC area out in eastern Colorado that has not been taken a look at. I think this should also be fully analyzed within this process.

RESPONSES TO COMMENTS

Response to Comment No. 4 Philleo

Because of the many avenues through which the public has received information on the CAL, including both factual and nonfactual information from various sources, some confusion may exist about the existing airspace and proposed new airspace, particularly for the Wet Mountain Valley and the San Luis Valley. The La Veta MOA is an existing airspace. No changes are proposed for this airspace.

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Response to Comment No. 1 Senderhauf

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

Response to Comment No. 2 Senderhauf

All range and airspace alternatives within 200 nautical miles of Buckley ANGB were examined for potential use down to a single training event. Mt. Dora, Green River and the old SAC routes were examined and found to be inadequate or to be used infrequently.

RESPONSES TO COMMENTS

I am not saying and I do not want this to be construed as we want to push it out of our area into somebody else's.

This is to be construed by the comment of the Governor of

Colorado, Roy Romer, saying that we all have to do our part.

All we are saying in our county is we are being hit by 85% of all the sorties that are coming through the State of Colorado and why should we take the hit for every county in the state of Colorado? This should be distributed. And it's going to be a lot easier on everybody and I think this should be clearly understood.

The other area that I think a total failure has taken place is the fact that we are looking at a million point four and I have heard as high as seventeen million dollars into this process. Why haven't we gone out and looked for another Airburst range which we were promised and it just has not been taken a look at. And that way it can be distributed throughout the State of Colorado. And we don't have to take the full hit.

I am also concerned about the Hollaman Air Force Base and German wing that is being brought into there with sixty-six Tornados that they are going to be flying. We are within range of that.

The reason they were kicked out of Germany is, as we understand it, and flying in Europe, is because of noise and no low level flying and we are going to be taking the hit for

Response to Comment No. 3 Senderhauf

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 4 Senderhauf

The total contracted costs associated with the preparation of the Draft EIS, including planning, scoping meetings and responses to scoping comments, interagency coordination, and the actual preparation of the documents, was \$1.354 million.

Response to Comment No. 5 Senderhauf

At this time, there are no issues that would lead to the immediate closing or reduction in use of the Airburst Range.

Response to Comment No. 6 Senderhauf

German Air Force (GAF) aircraft are not part of the Colorado Airspace Initiative (CAI) proposal. All potential users of CAI proposed training airspace are included in Section 2, Section 4, Appendix E, or Appendix N of the Draft EIS. Any future use of CAI airspace by GAF aircraft would require appropriate environmental documentation.

RESPONSES TO COMMENTS

that and you people in the San Luis Valley are going to be seeing some of those aircraft as well as us in our valley as well. Thank you kindly.

MR. WRIGHT: Mr. Mark Jacobi.

MR. MARK JACOBI: This will be brief. I would just like to address the exact fire danger in San Luis Valley. If you don't live here what you will notice is that it is quite smoky. That is not usual. What is usual is clear. And the reason it is smoky is because there are immense fires or there were immense fires in New Mexico last week and they were started by something as ubiquitous as burning trash in a barrel.

If an F-16 were to crash into the environment that we have presently in the San Luis Valley I tend to believe a rough estimate would be that the mountain side would go up in flames and that is a small estimate. We are in incredibly explosive conditions right now.

Don't try this at home, but if you held a match about six inches away from a pinon tree presently it would burst into flames because of its off-gassing. We are incredibly in danger. We get ten inches of water per year roughly. So this is the kind of condition that we face just about every summer. So we are incredibly afraid of any ignition sources coming through the valley.

We are working as hard as we can to stop the civilian

Response to Comment No. 1 Jacobi

The fire potential associated with aircraft overflights is generated from the potential for an aircraft crash or the use of flares in training. The EIS evaluated the potential for an aircraft crash resulting from the proposal. This evaluation determined that the likelihood of an aircraft crash would be very low. Therefore, the potential for a fire resulting from an aircraft crash would also be very low. In fact, military accidents have declined in the past decade, as described in the February 1996 report of the General Accounting Office, an organization under the U.S. Congress.

Authorized users of the airspace have proposed the continued use of flares in their training. However, the flares would not be released below 2,000 feet AGL. Once a flare is released, it ignites immediately. The burn time for a flare is approximately 4.0 to 4.5 seconds. In those 4.0 to 4.5 seconds, the flare falls approximately 500 feet. This leaves a safety margin of approximately 1,500 feet to allow for a flare that burns for more than 4.5 seconds to extinguish itself. The 140 WG has no knowledge of any fires being caused by flares released during current training missions by any aircraft utilizing Colorado Airspace Initiative airspace.

Response to Comment No. 2 Jacobi

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

Response to Comment No. 3 Jacobi

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

Response to Comment No. 4 Jacobi

Data presented in the EIS include studies of people in rural areas exposed to military aircraft noise, similar to areas associated with the Colorado Airspace Initiative.

Response to Comment No. 5 Jacobi

The use and characteristics of hydrazine and other hazardous materials associated with military aircraft operations is discussed in EIS Section 3.1.12 and 4.12.

Response to Comment No. 6 Jacobi

In order to allow everyone an opportunity to comment at the public hearings, a time limit of 5 minutes was established for each individual oral comment. After everyone had spoken once, individuals were given an opportunity to speak again in additional rounds in case the initial 5 minute period had not been adequate for an individual to complete their comments. This was repeated until everyone had given all their comments. No oral comment sessions ended with commentators indicating they wished to give further comments.

population from being dangerous and this is kind of part of the same program with our military compatriots.

I question again having these hearings in Moffat, I mean in Alimosa. They should have been in Moffat.

Two of us here tonight are fire fighters from the Crestone Baca area. That is about, roughly about 15% of our fire department. So we have taken two experienced veterans out of the game plan to be down here to protest this tonight.

I would also like to touch on the reflective quality of granite mountains as sound travels. It is one thing for sound to travel out in the bush. It is another thing when you are up against the mountains. It reflects back in. I'm not sure what the reflective physics of it is but it certainly amplifies the sound and I don't think that was taken into account in the EIS.

As I understand it there is a very volatile gas on board an F-16 that is used to super charge the engines and I am quite concerned about that in the case of a crash.

I also question the fact that the guard has only allowed us to speak publicly for two hours. And I appreciate the fact that this is being opened up until 10:00 o'clock. But a lot of us traveled a long way to be here and I feel like I have been squeezed or we have been squeezed with the time constraints on this portion of the program. When it was published that it was five to ten o'clock it implies that you

RESPONSES TO COMMENTS

Response to Comment No. 7 Jacobi

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

Although Ldn is called an "average," it represents the total sound occurring within a 24-hour period, and is often described as a "cumulative" measure of impact. It has been shown to properly account for individual loud events of the type that may occur with military aircraft operations. However, while Ldn measures the total effect of all events, it does not describe the sound level for individual events. Whereas the Draft EIS presented some descriptions of individual aircraft noise events, the Final EIS has been modified and now presents additional discussions of individual aircraft noise events and maximum sound levels that are useful to evaluate potential impacts.

Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Airspace Initiative.

have five hours to speak and when you got two hours that is just not the same.

Last I would like to point out something akin to how they cracked the space shuttle explosion. When you take the average decibel level over a twenty-four hour period what you are basically accomplishing by doing that is -- bear with me on this, I just worked this out -- but if you take a CO2 cartridge, an empty one, and you filled it up with match heads and light it off it explodes quite a lot.

If instead you tip all of those match heads onto the table and lit them off once every hour it wouldn't be much at all. And that is the same as when -- it's a comparison between when a flyover comes over and you are immediately underneath it and that same decibel level over twenty-four hours. You can't spread it out and still be realistic so that doesn't hold any water at all. Any way, thank you very much.

MR. WRIGHT: Mr. Roy Kogovsek.

MR. KOGOVSEK: I guess it comes out of being a politician but you start to make a point and you realize you didn't, you only came close to making the point. When I talked about the land grab down in Pinon Canyon area and when I talked about the air grab and which is a land grab by the military the point I was making is that the federal government nationwide but especially in the west owns already

RESPONSES TO COMMENTS

Response to Comment No. 1 Kogovsek

The use of other training areas was examined as part of the development of the alternatives studied in detail in the EIS in Subsection 2.3. The proposal was designed to minimize conflicts with potentially sensitive areas while providing the training resources necessary to meet military readiness requirements. Specific narrowing criteria for the selection of military training airspace (see Subsection 2.3.3 in Volume I) were used to evaluate other locations, and no alternative training areas were identified that could be substituted for the airspace configuration proposed in the alternatives studied in the EIS.

The primary user of the airspace included in the Colorado Airspace Initiative is the 140 WG based at Buckley Air National Guard Base in Aurora, Colorado. Because of limited resources and aeronautical constraints, virtually all of our nation's fighter units train in airspace that is within a "tank of gas" of the aircrews' base.

Response to Comment No. 2 Kogovsek

Whenever possible, the ANG tries to accomplish its training while flying over military or government-owned land. The Colorado ANG currently flies and trains over land belonging to the U.S. Army at Fort Carson and uses the Buckley Air National Guard Base. Military airspace also exists over lands owned by other Federal agencies, including lands administered by the Bureau of Land Management and the U.S. Forest Service. Completely eliminating flights over privately-owned lands and other selected areas, such as parks, however, would be impractical. Routes to link various training areas together are an essential part of the training airspace configuration and may be located over non-federally owned lands.

a tremendous amount of land. 86% of the State of Nevada, which has mountains to train in by the way, is owned by the federal government. 86% which leaves 14% which is private. In the State of Utah 66% of the State of Utah where there are mountains, where pilots can train, is owned by the federal government already. That's why I was so resentful and that is the point I was trying to make when the army decided that they had to go in and grab another million and a half acres of private land in the southeastern part of the state that was being used for agriculture.

I guess it gets under my skin just a little bit when we have to expand and I understand the training has to be done but I wish it could be done in areas where we already own a tremendous amount of property and I think that is something that we have to think about.

We have to think about options. My good friend, Andy Love, and I will continue to debate why you cannot take pilots to Nevada.

To the Colorado Air National Guard I know it is a time problem and we have talked about the fact that some of the pilots couldn't afford the time involved to go to Nevada and so on, but it just seems to me that we don't have to go into the private airspace of the people of the Wet Mountain Valley when we own so much air and land through the west. That is the point I was trying to make.

RESPONSES TO COMMENTS

MR. WRIGHT: Mr. Lance Grolla.

MR. LANCE GROLLA: I have nine points to go over. I would just like to touch on three of them. The first one is that the NEPA process has been circumvented. I have counted at least ten ways this evening through my own notes and other speakers that the whole process has been circumvented. It's substantial and it is documented.

It is not just an objective finding. This is a scientific finding because that is another point that I wanted to make in NEPA is that the contractors who were supposed to be impartial treat their data, they say this is a scientific report and everything else, public testimony is treated as subjective. I am just generalizing, but that is my skeptical stance as to their attitude toward their work. Their work is scientific. Everything else in the way of public testimony is subjective and therefore of less serious value.

The second thing I wanted to read was the contractors who prepared the DEIS have not been impartial in their selection and impartial in their data. First, the National Guard is their client. The contractors loyalty is first to those who are paying for the EIS. Even though it is public money their inclination is not to serve the general public good as described in the NEPA but the National Guard.

Second, the contractor says their work is scientific and

Response to Comment No. 1 Grolla

The research completed to support the preparation of the CAI EIS follows the use of various accepted scientific methodologies used to analyze pertinent potential impacts. These analyses have been prepared by qualified scientists and engineers who perform these services for a variety of customers, including the ANG.

RESPONSES TO COMMENTS

I have talked about that and examples of this and sometimes scientific and subjective is very vague. There is a very small line between the two of them and they make the decisions about what is subjective and what is scientific. I think some of the National Guard policies are very subjective.

Again the Moffat School Scoping testimony in the bibliography is an example of judged data and there are more.

Skipping on here. The National Guard has never satisfactorily proved that it needs the additional VR14 air base and the La Veta MOA airspaces.

The report used broad general terms such as needed for national defense but there is no specific data which is scientific to support their professed needs.

In these times of military down sizing it may be the National Guard simply wants more space because it can then justify more sorties. More sorties justifies the need to request more money to support the increased flights.

Last. Airspace is growing scarce due to our increasing population and technology.

The military nationally already control 50% of the airspace in the nation. What they have is adequate. The Air National Guard should be told to reduce its ambitions to fit reality and that reality is money is scarce, national space is scarce and the concept of warfare is changing as

Response to Comment No. 2 Grolla

All comments received during the scoping process associated with this EIS were considered in the preparation of the document. Such comments, as they relate to the proposal, have helped to improve the EIS process and have become a part of the administrative record for the proposal.

Response to Comment No. 3 Grolla

The Colorado Airspace Initiative is not an expansion of airspace, but rather a modification. In many cases, this modification actually results in a reduction of airspace and/or number of sorties flown. The need for the Colorado Airspace Initiative is presented in Subsection 1.3 of the EIS.

Response to Comment No. 4 Grolla

Training for potential military conflict in time of peace is a reality recognized by the Congress and the President. As military forces are cut back, the quality of training for existing forces must be maintained and improved to ensure our nation has an effective military. As the active duty military force is reduced in size, the ANG role and the role of the 140 WG in the total force structure is increasing. Over the past several years, the DOD has conducted studies to evaluate mission readiness and cost effectiveness of its total force. In comparison to DOD regular components, the ANG has relatively low operating costs and provides a cost effective investment.

international politics evolve. This DIS not only is inaccurate but it does not fit the times.

MR. WRIGHT: Mattie Belle Lakish.

MS. LAKISH: There is just one quick thing that nobody has brought up today and that is the fact that we already have a military operation. I don't know for sure which it is called, military operations area or what that flies at higher levels across our valley. That is the military, I believe the air force probably, but we have a lot of military flights over our valley already. I think one is enough.

MR. WRIGHT: Ms. Gigi Dennis.

MS. DENNIS: Thank you, Dr. Wright.

And thank you, National Guard, for holding this. I want to share a little story with you. Being a politician you always have to have a story and I wanted to lighten you guys up a little bit. I will pick Ed since I know Dr. Wright over here. When Ed was over in the hardware store the other day he was asking for a box. And he says I want a box, Mr. Clerk, that is two inches by two inches by fifty feet long and overhearing this I am kind of thinking what is he going to use that box for and the clerk is scurrying around and pretty soon he comes back and says Dr. Wright I can't find a box that is two inches by two inches by fifty feet long.

And I am very curious. What are you going to use it

RESPONSES TO COMMENTS

Response to Comment No. 1 Lakish

Because of the many avenues through which the public has received information on the CAI, including both factual and nonfactual information from various sources, some confusion may exist about the existing airspace and proposed new airspace, particularly for the Wet Mountain Valley and the San Luis Valley. The La Veta MOA is an existing airspace. No changes are proposed for this airspace.

VR-413 is also an existing airspace; however, under the Preferred Alternative, its width would be reduced in size and its eastern boundary moved away from the Sangre de Cristo Mountains. The minimum altitude would be raised from surface level to 500 feet above ground level. VR-412, which is currently a low-altitude route through the Wet Mountain Valley, would be eliminated altogether under the Preferred Alternative, thus eliminating low-altitude training completely from the Wet Mountain Valley. Sorties over the Wet Mountain Valley also are reduced under the Preferred Alternative.

RESPONSES TO COMMENTS

for. And Dr. Wright says well, my neighbor just moved away and left his garden hose and I was going to mail it to him. And the point of this is that somewhere along the line we have kind of -- we all want the same thing. We want all this to work, to fit into the box, but we have thrown out the directions on how to make it.

My concern with all of this is that the one thing not mentioned here is, National Guard, pack up and fly home. Pack up and fly north into Wyoming. Find someplace else to go. These people are very concerned about national security, about a well trained air force and when I'm up there in the mountains and when I get to see them go over I think how cool.

But I live in Pueblo and I didn't see it very often. The one frustration that I see here is that the federal government through the requests of Congressman McGinnis and Congressman Allard and the governor which everybody has spoken of says put together this working committee. Get locals involved. Get the Air National Guard involved. Get our bureaucrats involved and that was done and they submitted a good set of recommendations. And now this group is sitting back saying what happened to our input? It was just set aside. We got a couple of token suggestions thrown into this so they can say they looked at it but where is some of the meat or why hasn't the negotiations continued with this.

Response to Comment No. 1 Dennis

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

RESPONSES TO COMMENTS

We know that you can't please everyone. And I know that being an elected official you can't please everyone but these people are at least saying what happened. We gave you the plan that you asked for, that we thought that our government officials had asked for, and what has happened to the governor in all of this. He turned on us too.

I have heard over and over tonight the comment about why can't we have a meeting in Moffat. Why can't we have a meeting in Gardner. I don't know if the reason is not proper accommodations or not, but my goodness, you are in the wild west. You could have said let's have a lawn party. Grab your lawn chairs and blanket and we will sit out in the parking lot. We don't need a hot room with music coming out of the speakers. I came here to listen and to listen to my constituents.

I hope that all of you are here to listen too and that we do something with some of the suggestions and recommendations that were made. Because I have worked in a big company before and I kind of know how these, I call them dog and pony shows, work. And I don't want these people to walk out of here thinking that they are talking to the air and that their comments were not taken seriously. That's all I would like to say tonight, so thank you.

MR. WRIGHT: Miss Christine Canoly.

MISS CANOLY: I just wanted to say that I

Response to Comment No. 2 Dennis

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

Response to Comment No. 3 Dennis

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 4 Dennis

The ANG cares about the people that live near their training areas and how they feel about the activity associated with training. The NEPA process is providing the ANG with an opportunity to hear exactly what the public feels about its proposal before any decisions are made. Every scoping comment and every comment on the Draft EIS sent to the ANG has been read and incorporated into the administrative record for the proposal. Public comments have provided a better picture of what subjects the public wanted addressed in the document and have enabled the ANG to improve the EIS by adding or expanding to discussions in the Final EIS. Examples of added or expanded discussions include human health effects, natural quiet, environmental justice, amongst others.

Response to Comment No. 1 Canaly

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

failed to mention tonight that I'm here representing the Baca Grande Volunteer Services and perhaps the concerns of other emergency services that couldn't be here this evening as well.

MR. WRIGHT: Kate Steichen.

MS. KATE STEICHEN: I just want to underscore a couple of things that Gigi Dennis, who is our state senator, she was just introduced as Gigi Dennis but she is actually our state senator, mentioned when she told the story about the box two inches by two inches by fifty feet. I thought she was going to draw a different conclusion which in a sense this is how this air plan feels. Like it's -- like oh, there is only way to do this thing. We have this garden hose so we have to find a box. There is like one box that is going to fit it and kind of what we are saying is maybe we could wrap the hose up and it wouldn't take such a box or maybe it could look like this.

Why don't we use our money that is spent to look -- to truly look at some other options and not kind of have the answer already in mind beforehand. And then as I learned years ago in the Harvard Business School you can find justification to support any answer you want and you can go and get it. That's what this feels like, that sort of a thing.

The other thing I wanted to say is that everything is a

RESPONSES TO COMMENTS

Response to Comment No. 1 Steichen

The ANG cares about the people that live near their training areas and how they feel about the activity associated with training. The NEPA process is providing the ANG with an opportunity to hear exactly what the public feels about its proposal before any decisions are made. Every scoping comment and every comment on the Draft EIS sent to the ANG has been read and incorporated into the administrative record for the proposal. Public comments have provided a better picture of what subjects the public wanted addressed in the document and have enabled the ANG to improve the EIS by adding or expanding to discussions in the Final EIS. Examples of added or expanded discussions include human health effects, natural quiet, environmental justice, amongst others.

microcosm of the whole. So if we just look at this meeting tonight as a microcosm of this whole interchange with the guard, one of the things that I notice is what I have heard tonight from the guard is we really value your input. We really want to hear you. We want to hear what you have to say. Please come to these meetings even though we hold them where those of you who live aren't. We want you to come but look at this meeting right now. We have a lot of citizens here. Even Buck Buckingham the head of the guard, he lasted about an hour. Here is one. Here is one person. Sorry. I don't know your name. They are outside at their dog and pony show. They are outside defending their position. They are not in here listening to us.

Where is our comments going to go. It's going to go to some junior underlings in the Pentagon and the contractors who are going to be ordered to go through and send us some sort of form letter.

If they really want to hear us this place would be packed with the guard, with the Colorado Guard, with the Pentagon, with the Air Force. Where are the people that want to hear us? They are not going to sit in their offices and read through this testimony that this lovely woman is so kind to type up. Give me a break.

They are out selling the flag. Going off doing this thing or that thing or the other thing. So who really is

RESPONSES TO COMMENTS

Response to Comment No. 2 Steichen

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 1 Flood

Cumulative impacts are addressed throughout the EIS. Appendix N provides detailed information on computations of cumulative sortie totals used as the basis of analyses accomplished for the EIS.

Response to Comment No. 2 Flood

The Council on Environmental Quality provides guidelines for the preparation of Environmental Impact Statements, and the review of EISs by the public and various government agencies. These guidelines direct agencies to "allow not less than 45 days for comments on draft statements" (Section 1506.10 of these guidelines). The comment period for the CAI Draft EIS officially opened March 29, 1996 with the Notice of Availability published in the Federal Register. The initial mailing of the statement to over 750 addressees was accomplished on March 20, 1996 prior to the NOA. The close of the comment period was initially published as June 5, 1996 (68 days), and then extended to July 12, 1996 (105 days).

listening to us. And the answers we get show that nobody is listening. We get the same kind of form letters that the draft DIS exemplifies.

So really look at this meeting as what we are into and why we feel so frustrated. This really says it all, this hot room. We can't even breath. There is not a fan. You know, it's crazy. As Gigi said, let's have a picnic. Let's go where the people are if you want to hear them. Go where we are. Don't make us come to you and then you are not even here. It's like you throw a party and nobody is home. I wouldn't throw a party like that. Thank you.

MR. WRIGHT: Mary Ann Flood.

MS. FLOOD: Well, I am here because again, I forgot some of the points I wanted to say. And taking time as a citizen although the draft environmental impact statement seems to call me a noise sensitive land use receptor, I think that's right. So, one point that I as a member of the working committee that we have repeatedly requested is that the cumulative impact of the flights be considered in the findings and in studying the DEIS I do not see where the cumulative impact in terms of noise studies, pollution or other factors were actually considered.

I also want to publicly request that the comment period be extended for ninety days. I think having this short of period of time is ludicrous. Right now in the rural areas

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it's irrigation time and calving season and people just don't have the time to sit here in their spare time in the evening reading a thousand pages of material with jargon like noise sensitive land use receptors.

Another point is from early military studies they saw that the Airburst range would be soon obsolete and that they were looking to locate a range out east of Pueblo. I would like to encourage them to do that rather than spending another million point four million or seventeen million or however much this EIS costs and purchase yourself a range out east where there are no farms and wilderness areas to be impacted.

And finally I would like to say that again with so much airspace being owned by the U.S. military if the different branches of the military actually shared the space where you could have air flights over places where there are ground maneuvers I think this would be of great benefit to actual war time situations where you had to have several branches of the military actually having to communicate with one another. Now I understand this is a very radical and unusual request to be making but I think it is a good one and would save the taxpayers and citizens much money, grief and loss of their rights. Thank you.

MR. WRIGHT: Dr. Larry Harris.

DR. HARRIS: This is better. I didn't

Response to Comment No. 3 Flood

At this time, there are no issues that would lead to the immediate closing or reduction in use of the Airburst Range.

Response to Comment No. 4 Flood

Airspace within the United States is a national asset managed ultimately by the FAA. The FAA, in turn, delegates management to DOD major commands. Where mission events overlap, the military services make every attempt to share these precious resources.

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have to run to the podium this time. I would like to go back to the socio-economic factors here. I am starting here with the animals and the effects of overflights on animals.

Although considerable evidence has been submitted that demonstrates the effect of overflights on domestic animals, i.e. horses, goats, cattle, the Guard states "no significant impact". Riders are bucked off horses, a horse kicked itself to death. When U.S. troops were deployed in Bosnia and within 48 hours from the time that U.S C-130's began transports, milk production dropped about 20% in the state owned dairy that was within one mile from the Tuzla Airport.

In Wisconsin, C-130's panicked goats and cattle, causing them to overrun fences, killing some, injuring others and causing miscarriages. We understand the ANG routinely pays damages to farmers whose animals are injured, killed, or experience miscarriages resulting from overflights. No significant impact? Hardly. Farmers beware.

Once again the Guard states there is no negligible impact, even though two papers were properly submitted to the ANG as evidence, one by Eric Nickell, another by Professor William Weida of Colorado College. Both identify a serious detrimental economic impact to the affected regions.

In contrast to the insensitivity of the ANG with regards to socio-economic resources in this region, is the Navy's EIS in Nevada which presents clear, concise findings that support

Response to Comment No. 1 Harris

It is possible that aircraft noise could startle domestic animals, especially young or penned animals, and cause them to injure themselves. However, animals adapt and habituate to various sound sources, including jet aircraft noise. Because the airspaces associated with the CAI are mostly existing airspace that have been utilized for over 25 years, this adaptation and habituation to jet aircraft noise has likely already occurred.

Response to Comment No. 2 Harris

The two unpublished papers referred to, one written by Mr. Nickell and the other by Mr. Weida, were reviewed as a part of the EIS development process.

Response to Comment No. 3 Harris

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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a Preferred Alternative that would greatly restrict the Navy's low altitude training over public lands and I quote from their EIS: "Residents of the area prefer small towns or isolated ranches and homes rather than metropolitan areas. Amenities they find beneficial include the natural quiet of rural areas, lack of human intrusion and free access to remote public lands."

Recreational pursuits are usually centered on outdoor activities including camping, hiking, fishing, off-road vehicle travel, hunting and hiking. Military combat training overflights are currently an intrusion on the back-country, communities, homes and ranches. These overflights disturb the peace and quiet of the area that are so important to its residents and visitors." The ANG would do a lot better to follow their lead.

Preferred Alternatives. Not enough consideration was given other alternatives even though other less populated regions were rejected. Note that Airburst and La Veta MOA's were kept even though they failed to meet the minimum size requirements to satisfy the ANG's own criteria in the USAF Airspace Master Plan. (page 3 ANG summary.)

The use of simulators saves money, and eliminates flights that would affect our areas. Why not consider Pinon Canyon which is already owned mostly by the Army. It doesn't have the extensive economic resources such as tourism and

Response to Comment No. 4 Harris

Even though the LaVeta and Airburst MOAs are smaller than the optimum size recommended by the United States Air Force Master Plan, they perform a valuable function in allowing aircraft to accomplish some training events, for example, ground to air threat avoidance and airspace to regroup for tactical entry to the Airburst Range.

Response to Comment No. 5 Harris

The use of flight simulators for pilot training is already part of the training program for various aircraft using the affected airspace. The F-16 training regulation (AFI 11-F16) stipulates those activities that may be accomplished using simulators and those requiring actual flying. Although flight simulators work well for certain types of training (e.g., emergency procedures and instrument training), the complete substitution of simulator training for all flight training is not a viable alternative. In addition, the availability of simulators for on-going readiness training is limited and not currently at the 140 WG.

wilderness recreation that is found in the La Veta and Airburst MOA's. It is a better alternative for a new range area and would eliminate impacts from the La Veta and Airburst MOA's.

The ANG will allow out of state and even foreign flights over our regions. Over one third of all flights will be in this category.

What can you do about this? Write your concerns to the ANG. They can be presented at this meeting. And you can also write your congressman and any other politician and persons that may be affected by what goes on here. I have a list of names. If I can help any of you get that information I will be happy to share it with you.

In summary, the land regions affected by the flight plans of the CAI remain among the last pristine rural areas in the United States. Any flights over these areas will be detrimental to the well-being of people, animals, and their businesses. We need laws that govern military flights over wilderness and civilian areas that protect the rights of animals and citizens. Thank you very much.

MR. WRIGHT: We will now close until 10:00 o'clock. This concludes the public hearing portion of this meeting. Thank you very much.

RESPONSES TO COMMENTS

Response to Comment No. 6 Harris

The use of other training areas was examined as part of the development of the alternatives studied in detail in the EIS in Subsection 2.3. The proposal was designed to minimize conflicts with potentially sensitive areas while providing the training resources necessary to meet military readiness requirements. Specific narrowing criteria for the selection of military training airspace (see Subsection 2.3.3 in Volume I) were used to evaluate other locations, and no alternative training areas were identified that could be substituted for the airspace configuration proposed in the alternatives studied in the EIS.

The primary user of the airspace included in the Colorado Airspace Initiative is the 140 WG based at Buckley Air National Guard Base in Aurora, Colorado. Because of limited resources and aeronautical constraints, virtually all of our nation's fighter units train in airspace that is within a "tank of gas" of the aircrews' base.

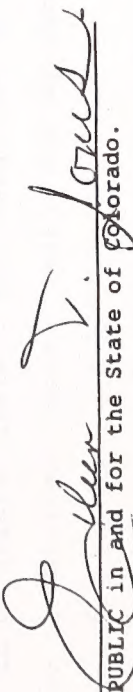
NOTARIAL CERTIFICATE

STATE OF COLORADO

I, Eileen T. Jones, a Registered Professional Reporter,
and Notary Public in and for the State of Colorado, do hereby
certify that on May 9, 1996, at Alamosa, Colorado, I took
down in stenotypy the private and public comments transcribed
above. I certify that the pages above are a true and
accurate transcription of those stenotypy notes.

GIVEN under my hand and notarial seal at my office
in the County or Routt, State of Colorado, on this 7th
day of June, 1996.

My commission expires: August 8, 1999.


NOTARY PUBLIC in and for the State of Colorado.

COLORADO AIR NATIONAL GUARD

DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC MEETING

May 14, 1996
Alamosa, Colorado

Reported By
Jami Koenig, Court Reporter

RESPONSES TO COMMENTS

1

1 (The following are oral public comments.)

2 PAT BOUTILIER: My name is Pat

3 Boutileor. I'm a member of the Citizens Reliance, also
4 a member of the Working Group Committee. My husband and
5 I have a small ranch in La Valley. Most of my comments
6 concern the La Veta MOA because that is the particular
7 part of the initiative that affects me personally the
8 most.

9 The first thing I would like to address is the
10 fact there is no meeting in Gardner. We were promised a
11 meeting in Gardner. We were given a list by the
12 National Guard that said there would be a meeting in
13 Gardner. Once again, the National Guard tells you what
14 you would like to hear and then goes ahead and does
15 whatever they please. We were told -- when I questioned
16 this, I was told that they had tried to have a meeting
17 in Gardner but they couldn't find adequate space.

18 I checked with the principal of the local
19 school. She was never contacted by the National Guard.
20 We had a meeting there following the scoping hearings.
21 It seems like there was adequate space for over 200
22 people at that meeting. I don't know why that space was
23 not contracted for -- to hold a meeting in Gardner.

24 The citizens of Gardner are directly under the
25 La Veta MOA. They are directly under the military

Response to Comment No. 1 Boutillier

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

1 training routes 412 and 413. I feel that the people of
 2 this valley should be given the opportunity to attend a
 3 meeting that does not require them to drive over 100
 4 miles round trip to have their positions heard. I think
 5 that is just a terrible situation many. Many people
 6 will not make that trip.

7 Central to this entire proposal is the air
 8 burst range that just lies outside of Colorado Springs.
 9 During the Working Group meetings, we were told
 10 repeatedly by the members of the National Guard that the
 11 life span or the viability of this air burst range is
 12 severely limited because of the growth that's occurring
 13 on the Front Range.

14 That at one time we were told five years.
 15 That was I think three years ago, that the air burst
 16 range would have to be moved within five years. Why are
 17 we spending all of this time and all of this money on
 18 this initiative to get jets to the air burst range.
 19 Through the La Veta MOA using the San Luis Valley, using
 20 the Wet Mountain Valley when this air burst range isn't
 21 even going to be usable within a few years, that's
 22 according to the National Guard. That's not my idea.
 23 That's not what I think.

24 This is what I have been told by the National
 25 Guard. I would like them to answer that question. I

RESPONSES TO COMMENTS

Response to Comment No. 2 Boutillier

At this time, there are no issues that would lead to the immediate closing or reduction in use of the Airburst Range.

1 think it should be addressed in the drafted
 2 environmental statement when they talk about the
 3 viability of the air burst range. Why do they need air
 4 burst C when they aren't even going to have air burst
 5 A? It doesn't make sense to me.

6 I'm extremely concerned that the use of the
 7 word "preferred" -- the National Guard is identified a
 8 preferred alternative which they prefer, that's a
 9 quote. There a lot of the things that I prefer in my
 10 life, but I'm not always able to do them. I don't see
 11 how the National Guard can come up with the word
 12 preferred and expect any of us who have had any dealings
 13 with the National Guard over the last -- since 1977 to
 14 have any faith in that word preferred.

15 In the draft environmental impact statement
 16 there is a place -- and I could give you the page, et
 17 cetera -- but it says that there are two alternatives
 18 that are equally viable. One is the proposed Colorado
 19 air space initiative as outlined in the document. The
 20 other is the preferred alternative which they outline in
 21 the draft environmental impact statement. If they're
 22 both equally viable and they both have no significant
 23 impact, then I don't see what makes any of us think that
 24 they're just going to do what they say is the preferred
 25 alternative.

Response to Comment No. 3 Boutlier

An example of safety parameters to fly below 2,000 feet above ground could be cloud cover that may occur while an aircraft is on a route to a particular airspace. Seeing the cloud cover, a pilot would normally fly below it, in most instances. An example of operational parameters would be if a flight member had to reposition the aircraft to maintain visual contact while flying in formation.

Because of mountain peak height, airspace boundary or cloud cover, lateral avoidance will be instituted to avoid federally designated wilderness areas in lieu of overflight.

1 There is no guarantee in the draft

2 environmental impact statement and I can just hear them
3 saying well, that is what we prepared, but we are
4 really, really, sorry and we have to go ahead and
5 utilize this training area as a low lot training area,
6 which I could also point out that does not fit the
7 description of the requirements for low lot training as
8 far as miles wide and miles long, et cetera.

9 That's also like using the words like whenever
10 possible when they talk about avoiding wilderness areas
11 by 2,000 feet above ground level. Whenever possible?
12 When is that? That's whenever I like to as far as I'm
13 concerned. You get a complaint from a hiker who says he
14 was flown over by a jet at 100 feet and they call into
15 the hot line and they say, well, I'm sorry, it wasn't
16 possible at that moment.

17 I don't see when it would ever be a better
18 idea to fly low. I don't understand the need for that
19 terminology if they are going to fly at 2,000 feet. Fly
20 at 2,000 feet. If they are going to fly at 100 feet,
21 say that's what you're going to do. Tell us what you're
22 going to do. Don't hide behind words like preferred,
23 whenever possible. It's just -- it's demeaning to
24 people's intelligence and I think that we deserve more
25 from the military that is supposed to defend us --

1 that's supported to be our military. I've got pages, I
 2 guess I will just stop.

3 LANCE GROLLA: Basically this document
 4 can't be trusted because it's inaccurate and the people
 5 who are administering it can't be trusted. For example,
 6 when Pat Richmond gave her applauded talk about the
 7 discrepancies in the report, there was a general in the
 8 room, I believe, he walked out as the audience was
 9 applauding with a smile on his face.

10 In other words, these words are going in one
 11 ear and out the other. We are going to have to exert a
 12 lot of pressure besides these meetings and written
 13 reports to get the National Guard to change its mind
 14 despite all the evidence that this report is not worthy
 15 of making basic decisions right at this moment until
 16 it's changed.

17 I say this because I'm a former GS13 community
 18 planner Wright Patterson and Edwards Air Force Base,
 19 environmental specialist at Lowry Air Force Base and I'm
 20 familiar with advising contract in the administration
 21 plans and reports. And based upon this -- well, the
 22 document has some factual validity. Too many facts have
 23 either been misconstrued or are completely missing and
 24 this EIS cannot be trusted as a basis for sound public
 25 military decisions.

RESPONSES TO COMMENTS

Response to Comment No. 1 Grolla

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

Response to Comment No. 2 Grolla

The existing La Veta MOA and VR-413, as well as the proposed Airburst MOA (a revision of the existing Fremont MOA) and the MTRs leading to the Airburst Range form the basic air-to-surface training arena within which the Colorado ANG will train in the future to maintain its combat readiness status. Without these airspace components, the Colorado ANG could not meet wartime training requirements.

Response to Comment No. 3 Grolla

All comments received during the scoping process associated with this EIS were considered in the preparation of the document. Such comments, as they relate to the proposal, have helped to improve the EIS process and have become a part of the administrative record for the proposal.

Response to Comment No. 4 Grolla

The total contracted costs associated with the preparation of the Draft EIS, including planning, scoping meetings and responses to scoping comments, interagency coordination, and the actual preparation of the documents, was \$1.354 million.

Response to Comment No. 5 Grolla

The ANG has been and will continue to work with the U.S. Fish and Wildlife Service, the Colorado Department of Natural Resources, the Bureau of Land Management, and other regulatory agencies to study the effects of their actions on threatened and endangered species within the areas affected by its operations. Representatives from these organizations meet periodically in a Coordination Group to discuss and study species of concern. Some ongoing study activities are currently funded by the ANG, including a study with the U.S. Forest Service on the Mexican Spotted Owl. The ANG will continue this cooperative effort and adjust its operations should any of these studies identify potential impacts on any threatened or endangered species.

The Monte Vista and Alamosa National Wildlife Refuges (NWRs) are listed as critical habitat for the whooping crane (*Grus americana*) (50 CFR 17.95(b)). These NWRs are outside the region of influence for the Colorado Airspace Initiative. However, military training route VR-413 is in close proximity to these NWRs, and intersects fly-ways utilized by the whooping crane to migrate to and from the above-mentioned NWRs and several NWRs to the north. Avoidance measures reduce the potential for bird-aircraft strikes, thereby reducing the potential impact to this species and enhancing aircrew safety.

6

Based upon this, my summary finding is that VR13 air burst C and Aveta Valley MOA should be dropped and the anti-DEIS redone or entirely cancelled because the DEIS is an inaccurate document. Three reasons for this. First, the document is biased towards National Guard objectives and it is not impartial.

Second, it subverts the NEPA process, this whole process is supposedly protecting us from matters that shouldn't be; and third, the document leaves out expert scoping testimony, uses outdated information and misconstrued facts.

My summary recommendation is that the FAA and the congressional -- if there be any -- congressional investigation to be undertaken to answer these four questions. First, why did the DIA cost millions of dollars, reports vary from 1.4 million to over \$17 million for this effort. You can see it in this room, you can see it in this building. A lot of money has been spent, but has it been spent with legitimacy? It took four years to complete and is so flawed no decision should be made from it.

Second, why was the environmental impact upon the nearly extinct whooping crane not fully analyzed and have been prevented because of the same rare species was going to be endangered. The owl on the Pacific coast

has stopped the deforestation of the forest. It seems to me this might be a major point. The whooping crane is nearly extinct in this valley and air flights would perhaps eliminate it completely.

Third, why contrary to a presidential executive order forbidding economically depressed areas used for military purposes and we are that? The San Luis Valley was selected for military points. This valley is the most economically depressed area in Colorado.

Fourth, why was the full impact on the F-16's night flying and air fueling capacity not revealed? In other words, they don't talk about the fact that there may be flights at night over this place. It's all assumed it's going to be during the day.

Final recommendation because of the questions listed above the DEIS needs to be redone. It is recommended that despite the million dollars already spent on the document and review process that a second draft DEIS be done, otherwise the money is going to be wasted because the document in its present flawed form cannot support any comprehensive decisions.

Consider this first draft DEIS a start towards an eventual document for which justifiable decisions can be made. Also the second draft DEIS should have 120-day

RESPONSES TO COMMENTS

Response to Comment No. 6 Grolla

A discussion on environmental justice has been added to the Final EIS. This new discussion may be found in Subsection 4.19. The concept of environmental justice addresses the issue of determining if actions of Federal agencies disproportionately impact the human health and environmental conditions in minority communities and low-income communities. The majority of the airspace associated with the alternatives addressed in the EIS has been in existence for many years and the changes being proposed would not significantly alter the current configuration. Environmental justice issues would be more relevant for new airspace, which occurs primarily in the southeastern portion of the State of Colorado. This new airspace does not affect any single minority group and overlies a wide variety of socioeconomic conditions.

Response to Comment No. 7 Grolla

As stated in the Draft EIS, flights may occur in LaVeta MOA up until 10:00 p.m. Flights also will not enter this MOA prior to 7:00 a.m.

Response to Comment No. 8 Grolla

The Council on Environmental Quality provides guidelines for the preparation of Environmental Impact Statements, and the review of EISs by the public and various government agencies. These guidelines direct agencies to "allow not less than 45 days for comments on draft statements" (Section 1506.10 of these guidelines). The comment period for the CAI Draft EIS officially opened March 29, 1996 with the Notice of Availability published in the Federal Register. The initial mailing of the statement to over 750 addressees was accomplished on March 20, 1996 prior to the NOA. The close of the comment period was initially published as June 5, 1996 (68 days), and then extended to July 12, 1996 (105 days).

RESPONSES TO COMMENTS

Response to Comment No. 9 Grolla

In order to allow everyone an opportunity to comment at the public hearings, a time limit of 5 minutes was established for each individual oral comment. After everyone had spoken once, individuals were given an opportunity to speak again in additional rounds in case the initial 5 minute period had not been adequate for an individual to complete their comments. This was repeated until everyone had given all their comments. No oral comment sessions ended with commentors indicating they wished to give further comments.

Response to Comment No. 10 Grolla

The approach used in the EIS has been modified. The Federal Interagency Committee on Noise (FICON), representing a variety of Federal agencies with a mix of concerns associated with aircraft noise, reviewed aircraft noise analyses issues in 1992. This committee's report (FICON 1992) continued an approach to evaluating relative impacts associated with aircraft noise that has been recognized by noise analysis experts as the most widely endorsed and comprehensive approach to aircraft noise analysis available. This approach to noise analysis was incorporated into the analyses associated with the Draft EIS. In general, Federal land use compatibility criteria are derivatives of guidelines first devised for land near airports. All land use compatibility is based on the use of Day-Night Average Sound Level (abbreviated as DNL or Ldn) as the descriptor representing community noise environments. The criteria treat areas below DNL 65 dB as compatible for all uses, including residential, and they treat DNL 65 dB as a threshold for significant exposure. There is no generally accepted method for treating rural areas differently for these purposes.

However, many EIS reviewers, including some members of the Federal regulatory community, felt the application of the FICON standards, and the 65 dB threshold, to a rural setting was inappropriate for such areas with more quiet ambient noise conditions. Consequently, the use of the 65 dB threshold as the sole means to assess relative impacts or the acceptability of noise levels associated with aircraft operations addressed in the EIS has been modified and the analysis now includes additional information to evaluate potential impacts.

8

1 review period, not a 60-day period that we have now and
2 it should be held in Moffat and many of the other places
3 with regard to promise they were going to have
4 hearings.

5 Well, you see, there is another fallacy to
6 this thing, they spent four years preparing this --
7 well, say \$17 million and they expect us to review it in
8 60 days, volunteers, and here we have just five minutes
9 and they have had how many minutes? Millions of minutes
10 to prepare this document and I would like to just read
11 nine facts that support my position here.

12 The NEPA process has been circumvented in six
13 ways. Second, the contractors who have prepared the EIS
14 have not been impartial in their selection in the
15 evaluation of data. The noise formula is inaccurate,
16 illogical and negates major portions of the document.
17 This 60-day review period is unfair and irresponsible.

18 It is irresponsible for our government to
19 allow the contract years of government's taxpayer's
20 expense and not allow these same taxpayers sufficient
21 time to review what they have paid for. Fifth, it is
22 unfair also that those who suffer from the noise do not
23 receive any economic benefit, Aurora gets it all, but
24 doesn't get the noise.

Sixth, selecting Alamosa over Moffat or not

RESPONSES TO COMMENTS

Response to Comment No. 11 Grolla

The operation of the 140 WG out of Buckley Air National Guard Base in Aurora has an obvious economic impact for the immediate surrounding communities. In 1994, the payroll for the Colorado Air National Guard personnel stationed at Buckley exceeded \$34 million and local expenditures, primarily contracting and purchasing, were almost \$22 million. The State of Colorado collects property taxes from the men and women who work at Buckley and live in the community, and collects sales tax dollars from all purchases made within the State by ANG members. These revenue sources are a part of the general funds for the State which are distributed on a yearly basis by the General Assembly to every county in the State.

Response to Comment No. 12 Grolla

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

1 having both meeting places inclines bias. And I think
 2 that's provable. Seven, natural quiet as a rare
 3 additional resource is not given proper consideration.
 4 Here is a good one. Low-level flights are no longer
 5 viable because of modern air-to-ground warfare. Not
 6 viable, low-level flights on a major portions report
 7 it's devoted to low-level flights, yet they are not in
 8 the Gulf War and it's not a feasible modern way to
 9 conduct warfare. You have to concentrate on training on
 10 low-level flights.

11 Last, the National Guard never substantially
 12 proves it needs the additional VR-13 air burst C La Veta
 13 MOA air space. Never really proved it, and so that's
 14 it. Thank you.

15 MATTIE BALMAKISH: My name is Mattie
 16 Balmakish. I'm a resident of Crestone area. I'm a
 17 mother, teacher, and social worker. And I'm also very
 18 interested in what's happening on the planet and in our
 19 area in terms of the environment, in terms of our
 20 wildlife and in terms of our peace and quiet.

21 There's several issues that I would like to
 22 bring up and I'm going to bring them up briefly since I
 23 know my time is limited and I won't be able to refer to
 24 the sections in the book because of some of these
 25 constraints, but the first thing I really would like to

RESPONSES TO COMMENTS

Response to Comment No. 13 Grolla

The concept of natural quiet as a resource has been added to the Final EIS. This new discussion may be found in Subsection 4.14.

Response to Comment No. 14 Grolla

Low-altitude flights allow pilots to learn to avoid detection and to survive in combat. Low-altitude flying provides a significant operational procedure through which detection can be minimized. Training is essential to acquire the skill to use this procedure. Specific combat conditions that allowed high-altitude operations in the Gulf War may not exist in future conflicts. The need for this training is required by Air Force training regulations.

Response to Comment No. 15 Grolla

Because of the many avenues through which the public has received information on the CAI, including both factual and nonfactual information from various sources, some confusion may exist about the existing airspace and proposed new airspace, particularly for the Wet Mountain Valley and the San Luis Valley. The La Veta MOA is an existing airspace. No changes are proposed for this airspace.

VR-413 is also an existing airspace; however, under the Preferred Alternative, its width would be reduced in size and its eastern boundary moved away from the Sangre de Cristo Mountains. The minimum altitude would be raised from surface level to 500 feet above ground level. VR-412, which is currently a low-altitude route through the Wet Mountain Valley, would be eliminated altogether under the Preferred Alternative, thus eliminating low-altitude training completely from the Wet Mountain Valley. Sorties over the Wet Mountain Valley also are reduced under the Preferred Alternative.

Response to Comment No. 16 Grolla

The Colorado Airspace Initiative is not an expansion of airspace, but rather a modification. In many cases, this modification actually results in a reduction of airspace and/or number of sorties flown. The need for the Colorado Airspace Initiative is presented in Subsection 1.3 of the EIS.

1 say is that I'm not surprised that the hearing was held
2 in Alamosa even though Alamosa is not under any of these
3 air -- projected air routes.

4 I think it's probably because this makes a
5 much nicer place to display the Air Force and the Air
6 National Guard type of material than our local schools
7 do. Okay. That's enough. I would sure like to see
8 some hearings held in the spaces that will really be
9 affected, like Moffat.

10 Next issue, why was the Colorado air space
11 initiative working committee alternative not considered
12 intact as a viable alternative? Major question. I
13 don't understand why we can't have more than one good
14 alternative to look at. Why were a lot of wildlife
15 issues not adequately addressed. Why were our local
16 wildlife experts who have expressed concerns about these
17 low-level flights not even mentioned in this report?
18 I'll offer Forest Service Jim Crugman, Bill Wellman, and
19 our local -- some of our local professors as well.

20 I'd like to also comment on the averaging of
21 the sound effects. I think it's very strange to try to
22 average out what are essentially extremely loud noises
23 over a 24-hour period in calculating the effective
24 noise.

25 My last comment is going to be on my personal

RESPONSES TO COMMENTS

Response to Comment No. 1 Lakish

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

Response to Comment No. 2 Lakish

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

Response to Comment No. 3 Lakish

The research completed to support the preparation of the EIS follows standard approaches associated with EIS development, including the use of various accepted scientific methodologies used to analyze pertinent potential impacts. These analyses have been prepared by qualified scientists and engineers who perform these services for a variety of customers, including the ANG.

The ANG has been and will continue to work with the U.S. Fish and Wildlife Service, the Colorado Division of Wildlife, and other regulatory agencies' wildlife experts to assess the effects of their actions on wildlife within the areas affected by its operations.

RESPONSES TO COMMENTS

Response to Comment No. 4 **Lakish**

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

Although Ldn is called an "average," it represents the total sound occurring within a 24-hour period, and is often described as a "cumulative" measure of impact. It has been shown to properly account for individual loud events of the type that may occur with military aircraft operations. However, while Ldn measures the total effect of all events, it does not describe the sound level for individual events. Whereas the Draft EIS presented some descriptions of individual aircraft noise events, the Final EIS has been modified and now presents additional discussions of individual aircraft noise events and maximum sound levels that are useful to evaluate potential impacts.

Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Aerospace Initiative.

1 experience with this kind of a situation, but there are
 2 a couple of other things that I would really like to
 3 say. The F-16 issue of its capability for refueling in
 4 the air has not been addressed by this alternative. I
 5 understand that the possibility for making these sorties
 6 just about infinitely long by being able to refuel in
 7 the air has not even been considered in the
 8 alternative.

9 I think that it's really misleading to talk
 10 about, say, 180 sorties and give the impression that
 11 that's what we might be dealing with in terms of
 12 fly-bys. What does a sortie mean, really? How many
 13 fly-bys does a sortie mean? Does it mean one or does it
 14 mean 150?

15 Also, our wildlife in the area, birds don't
 16 speak very well at public hearings, but they certainly
 17 do object, I'm sure, if they had the ability to be hit
 18 by low-flying planes. And if we could just round up all
 19 of our geese and have them stay in one place and all of
 20 our cranes and have them stay in one place and leave a
 21 nice alleyway through the center, that would probably be
 22 great, but so far nobody has been able to communicate
 23 that way with them. And I don't think that has been
 24 addressed in this environmental impact statement. Our
 25 birds fly at the same levels as they fly low-level

RESPONSES TO COMMENTS

Response to Comment No. 5 Lakish

The number of flying hours assigned to a unit is determined by the amount of funding that a unit receives. In general, in-flight refueling activities associated with the Colorado Airspace Initiative are not performed to extend the duration of an individual sortie so an aircraft can stay in one location for an extended period or increase the amount of flying hours for a unit, but are performed for training purposes within the budget limitations of the unit. In-flight refueling training is essential for pilots to acquire the skill to use this procedure.

Response to Comment No. 6 Lakish

Sortie numbers are an excellent means to determine potential overflights. MTRs are one-way traffic routes so an aircraft can pass over a single location only one time on one sortie. MOAs do allow an opportunity for multi-directional traffic; however, training objectives to vary the pilot's experiences during the sortie and fuel limitations of the aircraft would make repeat identical passes over one ground location an undesirable and unlikely training scenario.

Response to Comment No. 7 Lakish

The number of overpasses made on any one sortie in the La Veta MOA over a specific point on the ground is not predictable.

Response to Comment No. 8 Lakish

Because of the potential for loss of a pilot's life and the high cost of modern military aircraft, avoidance of collisions with birds is extremely important to the ANG. The potential for a bird-aircraft strike would not change significantly under the proposal. Both the Original Proposal Alternative and the Preferred Alternative consist largely of modifications to existing airspace or establishments of new airspace in the vicinity of existing airspace. These actions would, therefore, encompass the same seasonally adjusted bird avoidance procedures associated with the bird migration corridors as are utilized currently with the existing airspace. Due to the fact that only four bird strikes have occurred in existing airspace associated with the Colorado Airspace Initiative in the past five years, the likelihood of future bird-aircraft strikes under any of the alternatives would be expected to be low.

The USAF has established a Bird/Aircraft Strike Hazard (BASH) Team to implement procedures to prevent and reduce the threat of bird/aircraft

1 aircraft and they fly all over the valley.

2 I'd also like to consider the expense of this
3 document. I think I did kind of bring that up a little
4 bit of that in the beginning, but I don't think the
5 money went into the document. I think the money is
6 going into the presentations, and I think that there has
7 been a concerted effort to keep people from really
8 responding to the situation by the way that these
9 presentations are being handled.

10 And last, my personal experience. Before I
11 moved to Colorado, I lived in southern Missouri. We had
12 a house way off in the boondocks basically, but it had
13 three skylights. And I believe that the National Guard
14 used it as a landmark because we would have anywhere
15 from five to ten fly-overs a night when our lights were
16 on. And these fly-overs were not 500 feet. As many of
17 the so-called 500-foot flights around here, these
18 flights were right over our heads and we didn't have any
19 warning when they were coming, you know, it was just
20 like we were having dinner or trying to sleep or just
21 getting the baby to sleep and suddenly there would be
22 this incredible noise right over our heads. Thanks.

23 CHRISTINE CANALY: I promise I will make this
24 as boring and unimpassionate (sic) as possible. I
25 apologize for any repetition, but I felt there were

RESPONSES TO COMMENTS

strikes, and to investigate and track any bird strikes that occur. In addition, each USAF/ANG base or flying unit is required to establish a BASH program to minimize the risk of bird strikes both at the base airfield and in airspace training routes for the unit. The USAF BASH Team assists each base or flying unit by providing Bird Avoidance Model (BAM) graphs. These graphs estimate the relative bird strike risk for flying along a specific low-level route or operations area. The model is developed on the basis of waterfowl and raptor migration and concentration data. The BAM graph depicts the severity of the bird strike hazard at a particular time of day, month, and segment of a low-level route. This information is used by the flying unit to determine the optimum route schedule and avoidance measures to be taken to prevent bird/aircraft strikes. In addition, the unit publishes Notices to Airmen (NOTAM) to alert transient aircrews to specific bird migration hazards, activity periods, and avoidance procedures.

Response to Comment No. 9 Lakish

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 certain things that needed to be repeated a few times.
 2 Because of the limited time and resources our department
 3 has available, we have incorporated the Director of the
 4 National Air Space Coalition, Dale Elquis', responses to
 5 some of our concerns.

6 It took three professional firms and a
 7 government agency four years to produce the DEIS. How
 8 can you expect a group of volunteer nonprofessional
 9 part-timers to be able to respond to it in 60 days? The
 10 background for the reason of the Colorado space
 11 initiative is ambiguous at best and unfortunately
 12 thoughtless and destructive to rural Colorado at worst.

13 Reasons for a CAI bounds from the new Denver
 14 airport to F-16 modernization while at the same time
 15 Wing 140 already admits to its maintaining its readiness
 16 seems to indicate that one the air spaces gotten from
 17 this initiative a justification will evolve. What you
 18 are actually doing is smear speculation of the air
 19 space.

20 These are some of the basic questions which
 21 trouble us. What is the purpose of air burst C and why
 22 is it so important to this air space plan? Where is
 23 that explained in the DEIS? Why is the increased number
 24 of sorties and air burst and in the MTRs leading into
 25 air burst if there is only a ten percent loss of the

RESPONSES TO COMMENTS

Response to Comment No. 1 Canaly

The Council on Environmental Quality provides guidelines for the preparation of Environmental Impact Statements, and the review of EISs by the public and various government agencies. These guidelines direct agencies to "allow not less than 45 days for comments on draft statements" (Section 1506.10 of these guidelines). The comment period for the CAI Draft EIS officially opened March 29, 1996 with the Notice of Availability published in the Federal Register. The initial mailing of the statement to over 750 addressees was accomplished on March 20, 1996 prior to the NOA. The close of the comment period was initially published as June 5, 1996 (68 days), and then extended to July 12, 1996 (105 days).

Response to Comment No. 2 Canaly

The Colorado Airspace Initiative is not an expansion of airspace, but rather a modification. In many cases, this modification actually results in a reduction of airspace and/or number of sorties flown. The need for the Colorado Airspace Initiative is presented in Subsection 1.3 of the EIS.

Response to Comment No. 3 Canaly

Airburst C MOA provides an added safety feature that allows military aircraft the opportunity to re-enter the Airburst Range for multiple passes while showing the general aviation pilot a more definitively marked airspace on airspace maps and indicating that there may be military activity. The airspace is designed to allow the general aviation pilot the opportunity to go through or over the airspace. A further explanation can be found in Volume 1, Section 2.2.4.

The total number of sorties anticipated in the Airburst MOAs has changed substantially in the Final EIS. The number of sorties decreases for the Preferred Alternative compared to existing conditions. This is due to the removal of F-111 aircraft from the Colorado Airspace Initiative. The number of sorties proposed is approximately 100 sorties less than what was in the original proposal.

The proposed number of sorties in IR-409 will decrease. The increase in the number of sorties in the remaining MTRs that terminate at the Airburst C MOA (VR-413, IR-415, IR-424 and VR-1427) is directly related to the fact that, as currently charted, IR-409 is the only route to enter Airburst Range. In the Preferred Alternative, all of the routes would go to the range.

RESPONSES TO COMMENTS

Response to Comment No. 4 Canaly

All known users of the proposed Colorado Airspace Initiative training airspace have been identified in the document (see Appendix N). No additional aircraft will be permitted to use the proposed or existing training airspace without supplemental environmental analysis.

Response to Comment No. 5 Canaly

The Air National Guard, in response to Congressional and Department of Defense directives on total Force, analyzes each unit and their mission requirements, then does its best to have these needs met. The needs may be in terms of facilities or buildings, airspace or range access. The CAI responds to the need for adequate military training airspace.

The cost per flying hour for the F-16 aircraft is \$1629.00. This includes the fuel and routine maintenance. Total costs for F-16 units vary, but generally exceed \$250 million per year.

A flight simulator would cost approximately \$10 million, not including facility construction, yearly maintenance, utility and additional personnel. The Air National Guard currently has only two F-16C simulators for use by all ANG F-16C units nationwide. The availability of simulator time is very limited.

Response to Comment No. 6 Canaly

Low-altitude flights allow pilots to learn to avoid detection and to survive in combat. Low-altitude flying provides a significant operational procedure through which detection can be minimized. Training is essential to acquire the skill to use this procedure. Specific combat conditions that allowed high-altitude operations in the Gulf War may not exist in future conflicts. The need for this training is required by Air Force training regulations.

14

1 sorties in Kit Carson, a loss which is more than
2 compensated for by the addition of Two Buttes MOA?

3 Can Colorado or any state afford the luxury of
4 having its Air National Guard units design their air
5 space because they do not find it convenient to deploy.

6 What other units will have access to this air space once
7 this plan is initiated? Is it environmentally and
8 economically and ethically responsible to underlie
9 residents to keep adding military air space to the
10 national air space system to accommodate local Air
11 National Guard units? What are the costs -- the real
12 cost and all the costs of flying an F-16 per hour per
13 year?

14 What would be the cost of purchasing an F-16
15 flight simulator for Buckley Air Force, and how soon
16 would that purchase be paid off by the savings reducing
17 actual air time? This is not a suggestion of replacing
18 all air flight training with simulators, but greatly
19 reducing the over-flights.

20 I'd like to now address the low-altitude
21 training. Air-to-surface attacks in the Gulf War were
22 from medium to high altitudes. New technology renders
23 most low-level tactics outdated and unnecessarily
24 risky. Why the need for low-altitude training?

25 If the DEIS dependencies there is -- in the

15

1 DEIS draft dependencies there is a graph showing the
 2 1987 to 1989 Air Force bird strikes worldwide by
 3 altitude. And since the majority takes place in the
 4 first 2,000 feet above the surface, why not minimize the
 5 impacts to birds and further enhance the safety of the
 6 pilot by lifting altitude restrictions from 500 feet to
 7 2,000 feet since the San Luis Valley is a wildlife

8 corridor for many species for migrating birds?

9 What's more, the DEIS has not even attempted
 10 to seriously explore the question of whether military
 11 fly-overs are even compatible with wilderness areas.

12 Has the DEIS truly considered the value of national
 13 quiet as a scarce national resource?

14 Section 3-5 of the DEIS states, initial
 15 response to an aircraft accident is the responsibility
 16 of the civilian authorities nearest the crash site who
 17 provided emergency services such as fire, police, and
 18 medical assistance.

19 The DEIS states, the National Guard Bureau
 20 would provide training and aircraft accident response
 21 requirements to any emergency responsive agency in the
 22 area upon request.

23 Does the NGB have any information on present
 24 capability of voluntary emergency crews? Has the NGB
 25 asked local voluntary emergency crews whether they want

RESPONSES TO COMMENTS

Response to Comment No. 7 Canaly

Because of the potential for loss of a pilot's life and the high cost of modern military aircraft, avoidance of collisions with birds is extremely important to the ANG. The potential for a bird-aircraft strike would not change significantly under the proposal. Both the Original Proposal Alternative and the Preferred Alternative consist largely of modifications to existing airspace or establishments of new airspace in the vicinity of existing airspace. These actions would, therefore, encompass the same seasonally adjusted bird avoidance procedures associated with the bird migration corridors as are utilized currently with the existing airspace. Due to the fact that only four bird strikes have occurred in existing airspace associated with the Colorado Airspace Initiative in the past five years, the likelihood of future bird-aircraft strikes under any of the alternatives would be expected to be low.

The USAF has established a Bird/Aircraft Strike Hazard (BASH) Team to implement procedures to prevent and reduce the threat of bird/aircraft strikes, and to investigate and track any bird strikes that occur. In addition, each USAF/ANG base or flying unit is required to establish a BASH program to minimize the risk of bird strikes both at the base airfield and in airspace training routes for the unit. The USAF BASH Team assists each base or flying unit by providing Bird Avoidance Model (BAM) graphs. These graphs estimate the relative bird strike risk for flying along a specific low-level route or operations area. The model is developed on the basis of waterfowl and raptor migration and concentration data. The BAM graph depicts the severity of the bird strike hazard at a particular time of day, month, and segment of a low-level route. This information is used by the flying unit to determine the optimum route schedule and avoidance measures to be taken to prevent bird/aircraft strikes. In addition, the unit publishes Notices to Airmen (NOTAM) to alert transient aircrews to specific bird migration hazards, activity periods, and avoidance procedures.

Response to Comment No. 8 Canaly

The ANG adheres to its "Policy on Air National Guard Overflights of Designated Wilderness and Wild and Scenic Rivers," as presented in Appendix L. This policy is intended to protect specifically identified areas, such as the Sangre de Cristo and Greenhorn Mountain Wilderness Areas, by limiting training operations to no lower than 2,000 feet above ground level whenever possible unless safety of the flight or operational parameters (e.g., weather conditions) may be compromised.

Response to Comment No. 9 Canaly

The concept of natural quiet as a resource has been added to the Final EIS. This new discussion may be found in Subsection 4.14.

1 to deal with the potential military crash impact in
2 their area? What about cleanup following the crash? The
3 potential fires caused by jet crash has not been fully
4 evaluated.

5 The scenario of quote, dry and windy climatic
6 conditions at certain times of the year would aid the
7 rapid spread of fire, does appear a number of times in
8 the DEIS, followed by, in addition, there are no small
9 surrounding communities that have even a limited
10 response capability. Followed by, the National Guard
11 Bureau will provide training, et cetera, upon request as
12 stated above.

13 So the promises that there just isn't
14 potential jet crashing to worry about so we will just
15 repeat the same paragraph over and over for each fire
16 hazard scenario we come up with and leave it to the
17 local emergency departments to deal with it.

18 Thanks for all your thought you have given to
19 the voluntary emergency crews in this MOA/MTR areas.

20 For all your military preparedness you seem to
21 lack some of the basic fundamentals of an educated and
22 prepared emergency response team who are at best an hour
23 away from a crash scene. The core of your plan is a
24 volunteer emergency crew that doesn't have the expertise
25 to deal with this worst-cause scenario which continues

RESPONSES TO COMMENTS

Response to Comment No. 10 Canaly

Initial response to an aircraft accident is the responsibility of the civilian authorities nearest the crash site, who would provide emergency services such as fire, police, and medical assistance, as necessary. It is the responsibility of the civilian unit responding to an aircraft accident to determine what response actions they are capable of performing, including the evaluation of proper personnel training and response equipment. If the responding unit is not capable of performing certain response actions, they should request assistance from the nearest civilian unit capable of performing the required response. In the event of an aircraft accident, the nearest USAF installation would be notified by these authorities. In most cases, the nearest USAF installation would have been previously notified by the USAF unit associated with the downed aircraft. Upon notification of the aircraft accident, the commanding officer of the nearest USAF installation dispatches a Disaster Response Force. The Disaster Response Force includes personnel who have been trained to respond to this type of occurrence, and would include disaster preparedness, security police, medical, fire department, legal, munitions, mortuary, and others as required. The Disaster Response Force would assist local response teams in matters of fire suppression, site security, medical treatment and evacuation, accident evaluation and investigation, retrieval of classified materials or equipment, and protective measures, such as munitions disposal and hazardous/toxic materials protective measures. When necessary, the Disaster Response Force would coordinate activities with other regional response forces to ensure all personnel and equipment are obtained for proper mitigation and control of the accident site. It is the ANG policy to provide training, upon request, on aircraft accident emergency response to any recognized emergency response agency.

1 to occur throughout the country if you watch the news on
 2 a regular basis. You are putting an enormous
 3 responsibility on emergency people who may not even be
 4 aware that the DEIS on the CAI exist.

5 Finally, the Wet Mountain Valley and the San
 6 Luis Valley have no socioeconomic financial benefit from
 7 this initiative. You want the air space, you want the
 8 emergency protection if it should arise. And we get to
 9 deal with the consequences in all its forms because of
 10 your desire for more air space. So we find ourselves in
 11 a precarious situation of having to defend ourselves
 12 from our own defense department. That is unfortunate
 13 for all of us.

14 PAUL FOSTER: Thank you. I'm Paul
 15 Foster. I'm the president of the San Luis Pilots'
 16 Association. My comments primarily are as a pilot of
 17 general aviation aircraft. I support the preferred
 18 alternative. We appreciate the changes that have been
 19 made to VR-413, raising the floor and narrowing the
 20 width and move to the south of Mt. Blanca. And we also
 21 note the reduction in the number of sorties over the San
 22 Luis Valley.

23 I think there has been some concern raised
 24 about the refueling and what constitutes a sortie. I
 25 think that the ceiling on 413 is 3,000 feet which would

RESPONSES TO COMMENTS

Response to Comment No. 11 Canaly

The operation of the 140 WG out of Buckley Air National Guard Base in Aurora has an obvious economic impact for the immediate surrounding communities. In 1994, the payroll for the Colorado Air National Guard personnel stationed at Buckley exceeded \$34 million and local expenditures, primarily contracting and purchasing, were almost \$22 million. The State of Colorado collects property taxes from the men and women who work at Buckley and live in the community, and collects sales tax dollars from all purchases made within the State by ANG members. These revenue sources are a part of the general funds for the State which are distributed on a yearly basis by the General Assembly to every county in the State.

-11

Response to Comment No. 1 Foster

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

-1

1 probably preclude refueling in a race track effect on
 2 413. We do have some concerns, one being that 413
 3 passes just north of La Veta Pass which is a preferred
 4 general aviation route as Hayden Pass and 413 pass is
 5 just north of Hayden pass. We would like to see the
 6 flight crews of the F-16s be briefed, that those are
 7 preferred general aviation routes and to be aware of
 8 general aviation activities in those areas.

9 We are also, as the Pilots' Association,
 10 committed to work with Air Guard to communicate our
 11 concerns and share those concerns with the Guard, and
 12 resolve any air space issues with them that we may
 13 have. Thank you.

14 TIM GALLEGHER: Good evening, my name is
 15 Tim Gallegher. I'm a resident of Alamosa County and
 16 have been since 1954. And I'm also a county
 17 commissioner, chairman of the airport board in Alamosa
 18 County. I've been to a lot of these meeting and some of
 19 the surrounding towns. I know I have been to Blanca and
 20 Moffat and I'm happy to come tonight and voice my
 21 opinion.

22 I believe from what I've seen of these meeting
 23 that today in 1996 we definitely have a different and
 24 more public-sensitive Guard than we have had in the past
 25 25 or 30 years that they have been flying through our

RESPONSES TO COMMENTS

Response to Comment No. 2 Foster

Comment noted. Information about Hayden and La Veta Passes being preferred general aviation routes will be included in briefings to 140 WG pilots and other pilots who fly in 140 WG managed airspace. This information will increase safety of operations in this area.

19

1 San Luis Valley. I believe from what I heard at the
 2 meeting, contrary to some of your opinions, that they
 3 have listened to our public input over the last two or
 4 three years and come up with what can be a workable plan.
 5 They have had an open-door policy with regard to our
 6 local GA concerns as Paul has addressed. Recreational
 7 and farming and ranching concerns, they have listened to
 8 those also.

9 Therefore, I'm in favor of the preferred
 10 alternative. I believe the Guard will remain
 11 open-minded for input as community leaders of the new
 12 routes and the preferred alternative. Thank you.

13 KATE STEICHEN: If you will permit me,
 14 I'm just going to speak extemporaneously. I have been
 15 too busy to get ready for this meeting and trying to
 16 inform a lot of citizens from our valley that don't have
 17 the time, that are totally intimidated by the six pounds
 18 of trees that have been used to prepare this. So I'll
 19 submit something in writing when I have more time.

20 I'd like to speak from a very personal
 21 perspective. I'm with the Open Space Alliance and we
 22 formed five years ago, when this first started, the
 23 redevye proposal hasn't really been referred to, but five
 24 years ago cars being rocked in the valley. People at
 25 the Moffat school could look straight in the eyes of

RESPONSES TO COMMENTS

Response to Comment No. 1 Gallagher

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 1 Steichen

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 pilots. People at other Quinn Center in the mountains
2 of Crestone could actually look down on pilots, and yet
3 the Guard said, that's impossible, we never fly there,
4 and we never fly that low.

5 And when people would call up, they
6 said -- they couldn't find anybody to talk to, they were
7 told they were crazy. And then to make matters worse,
8 we found out only by chance that the Guard intended to
9 turn this valley, our mountain valley, into a military
10 operations area. That didn't seem real great to me so I
11 jumped in and said, how can I help? And I have been at
12 this for five years and I'm really frustrated. I'm
13 really disappointed with our military.

14 Some of the people from Alamosa have said, you
15 know, this is great and the military has been working
16 with us. From the outside maybe it looks that way, but
17 from the inside it's really not that way. We think it
18 is very important for Moffat and Crestone people to
19 really treat the Guard with the kind of respect that we
20 want to be treated. And we thought that that would --
21 we could build a relationship with our military and work
22 out something that would work out for all of us, and
23 with that spirit we created something that just made
24 sense which was, well, gee, let's get all these people
25 together who care about this issue and look statewide at

1 how we can give the guard the training they need and do
2 the least impact to the citizens on the ground.

3 And so Representative McInnis, Representative
4 Allard, the government office, the Guard's and the
5 citizens groups came together, and Buck, I think you
6 were on this.

7 I was in a living room and we were trying to
8 come up with this group -- to think about how can we
9 create a group that would put together an alternative
10 that would satisfy the needs of everybody. And we
11 worked real hard to do that and there was some glitches
12 and there was some things that didn't work out the way
13 we wanted when the legal beagles got involved in it.

14 But the Guard appointed their representatives
15 from Aurora, which has been pointed out that all the
16 economic advantage from this -- and we have people from
17 the citizens group, we have technical advice from the
18 FAA the pilots associations, all the different groups,
19 and we worked our tails off to create a plan at a viable
20 alternative.

21 Now, that viable alternative if you have the
22 time to find it, it exists in the appendix in here. It
23 is not included and analyzed as a viable alternative in
24 the draft environmental impact statement. That was an
25 alternative that was put together for a lot of

RESPONSES TO COMMENTS

Response to Comment No. 2 Steichen

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

22

1 negotiation and compromise. And the citizens group
 2 said, okay, we will allow the La Veta MOA as long as we
 3 don't have R-413 and we don't have air burst C and we
 4 will do this and that and give up this.

5 You know how that's arrived at, everybody
 6 gives something to create a compromise. That compromise
 7 then was presented and the next thing we knew was the
 8 Guard said, well, great, we want citizen input, this is
 9 great, we will take what we like and we will discard
 10 what we don't, but we are also going to keep the R-413
 11 which is the route through our valley and we are going
 12 to keep air burst C, and thanks very much for your
 13 input.

14 Well, we feel a little betrayed because of
 15 that. That's not fair play. That is just not fair at
 16 all. And the next thing we found out, a year later, not
 17 only is that the situation, and they got to governor to
 18 reverse his position as well on this thing, is that,
 19 well, the meeting is not going to be held in Moffat
 20 where the second-highest number of people exist, our
 21 numbers say 300, the Guard's number say 152, again, if
 22 you had the time to read any of this. We're going to
 23 have the meeting in Alamosa.

24 Well, we talked to Major Whitney, the head of
 25 the Colorado Air National Guard, and he said he would'

RESPONSES TO COMMENTS

Response to Comment No. 3 Steichen

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

1 ask that the meeting be held in Moffat. We talked to
 2 everybody we could talk to. We signed petitions and
 3 sent them off to the Guard, and General Whitney got back
 4 to me on the phone and said they wouldn't give me an
 5 answer. I don't know where it will be. I can't tell
 6 you.

7 And the next thing we found out, lo and
 8 behold, the meeting is in Alamosa. It's easy to be pro
 9 this thing when you live in Alamosa because the planes
 10 don't fly over you. You don't have the experience of
 11 it. Why not go where the people care about it? Where
 12 we've put thousands of our volunteer hours into this
 13 thing?

14 You see how few people are here, you know,
 15 it's an hour away. I get to Alamosa every two months if
 16 I have to. This is not a place, as the Guard has
 17 determined, where we come every day for our shopping, so
 18 it's easy to do. Why not talk to us? Find out? The
 19 Moffat school is available, it's a huge place, much more
 20 space than this. It was available every day this week
 21 except tonight. For the Guard to say, well, we couldn't
 22 get a space in the Moffat gym and not talk to us is very
 23 upsetting.

24 So, you know, in short, what we ask for with
 25 the open space alliance for the people who have been

RESPONSES TO COMMENTS

24

1 working with us all along is a new DEIS that includes
 2 the alternative that was put together by the working
 3 committee which was not an ad hoc group, as it's
 4 referred to in here, it's a very efficient group with
 5 very good intentions to work out a solution, and we
 6 wanted DEIS that gives real scientific evidence,
 7 something we can grab onto.

8 I would love to have this thing be something
 9 that I could say, wow, here is some real new research
 10 that's pertinent, I can talk to someone and we can
 11 dialog about it. This is a sham. It's like all this
 12 paper, all those trees are just wasted from this thing.
 13 It's evidence from 1970s when NEPA first started. Give
 14 us some real researches. I don't have to go into more
 15 details, people have done that. Hold a public meeting
 16 in Moffat for God's sake where the people are who care
 17 about this, who have done the research.

18 And also we demand a congressional
 19 investigation into the money that has been spent for
 20 this document which must have been put together by
 21 bureaucrats, the contractor's office or the government.
 22 There wasn't even bidding done for the contractors on
 23 this thing, so, you know, it's really disappointing to
 24 me and I'm very sorry to say that. Thank you.

25 MARYANN FLOOD: My name is Maryann Flood

Response to Comment No. 5 Steichen

All contractors that prepare environmental studies for the ANG are selected through competitive procurements in accordance with the Federal Acquisition Regulations (FAR), including the firms associated with this EIS: Science and Engineering Associates, Inc.; National Security Analysts, Inc.; and Wyle Laboratories.

1 and I'm from Gardner and a member of the San Luis Valley
 2 Citizens Alliance. And I do want to start also by
 3 protesting the fact that Gardner, which is in the center
 4 of the La Veta MOA, was never granted a scoping hearing
 5 nor a public meeting, and I think this is
 6 unconscionable. There are many different points that I
 7 wish I had time to address, but the three main points
 8 are that I believe that an alternative to the La Veta
 9 MOA was never really truly analyzed. I, too, was a
 10 member of the working group and we did work very long
 11 and hard with experts and to have this not seriously
 12 considered as an alternative. There are also other
 13 alternatives presented by former military personnel and
 14 aides to an -- aides to congressional leaders Scott
 15 McGinnis that was not considered as an alternative.
 16 Basically we had the same alternative of the Air
 17 National Guard to keep the La Veta MOA and no matter
 18 what and nothing else would be considered.

19 I also want to state that I believe that DEIS
 20 is seriously flawed and does not address the issues
 21 raised by citizens. And, again, there's been countless
 22 testimony to this, the averaging out of noise over 24
 23 hours, the lack of serious study and the socioeconomic
 24 impact of air flights over these rural depressed areas,
 25 over tourism where in Huerfano County brings in \$1.5

RESPONSES TO COMMENTS

Response to Comment No. 1 Flood

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

Response to Comment No. 2 Flood

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

Response to Comment No. 3 Flood

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

Response to Comment No. 4 Flood

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

Although Ldn is called an "average," it represents the total sound occurring within a 24-hour period, and is often described as a "cumulative" measure of impact. It has been shown to properly account for individual loud events of the type that may occur with military aircraft operations. However, while Ldn measures the total effect of all events, it does not describe the sound level for individual events. Whereas the Draft EIS presented some descriptions of individual aircraft noise events, the Final EIS has been modified and now presents additional discussions of individual aircraft noise events and maximum sound levels that are useful to evaluate potential impacts.

Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Airspace Initiative.

Response to Comment No. 5 Flood

A discussion on environmental justice has been added to the Final EIS. This new discussion may be found in Subsection 4.19. The concept of environmental justice addresses the issue of determining if actions of Federal agencies disproportionately impact the human health and environmental conditions in minority communities and low-income communities. The majority of the airspace associated with the alternatives addressed in the EIS has been in existence for many years and the changes being proposed would not significantly alter the current configuration. Environmental justice issues would be more relevant for new airspace, which occurs primarily in the southeastern portion of the State of Colorado. This new airspace does not affect any single minority group and overlies a wide variety of socioeconomic conditions.

1 million. No one is going to want to vacation under a
2 combat training area. But seeing these points have been
3 somewhat raised already.

4 What I would like to point out is that in the
5 two and a half or three years that I have been following
6 this issue, I have never found any established proof for
7 the need of this air space. Now, according to the
8 guidelines of the National Air Guard is that there is
9 supposed to be something called an ORS, an operation
10 and resource study which they must do to establish the
11 need for an action.

12 Now, despite our constant request for copy of
13 this study, we have never received it. I do not believe
14 this study was ever conducted, so I believe they are in
15 violation of their own regulations.

16 One of the things that we hear is you
17 need -- one of the reasons for the MOA is because of the
18 loss of air space for the new Denver International

19 Airport. According to FAA figures the EIS represents
20 just a 4 percent loss of air space. And how does this
21 justify a 40 percent increase in air space?

22 The 140th Wing has been maintaining its combat
23 readiness without the use of this increased and changed
24 air space if they have been doing such a great job.
25 Well, just keep doing what you're doing. I don't

RESPONSES TO COMMENTS

Response to Comment No. 6 Flood

The role of tourism in the local economy, and its impact from the alternatives associated with the CAI, have been studied in the EIS as a part of the evaluation of socioeconomic impacts. There are a number of factors, other than aircraft operations, that may affect tourism and the use of recreational areas, including weather, the proximity of other attractions in the area, and the economy. While it is possible that a tourist visiting an area may find an aircraft overflight to be annoying, no significant change to the tourist industry would be expected considering the fact that the majority of the CAI airspace has existed for many years and the relevant influences from military aircraft operations are not changing in the study area. The contribution of tourism earnings to total industry earnings was presented in the EIS for each airspace. In all instances, these values were very consistent with overall state levels of tourism earnings as compared to industry earnings.

Response to Comment No. 7 Flood

The Colorado Airspace Initiative is not an expansion of airspace, but rather a modification. In many cases, this modification actually results in a reduction of airspace and/or number of sorties flown. The need for the Colorado Airspace Initiative is presented in Subsection 1.3 of the EIS.

Response to Comment No. 8 Flood

A draft Operations and Resources Study (OARS) for the Colorado Airspace Initiative was being developed to replace the Redeye Complex OARS/Description of Proposed Action and Alternatives (DOPAA). Upon review of a draft OARS for CAI, a decision to go directly to a DOPAA was made by the ANG. This DOPAA was used to initiate the CAI EIS process.

Response to Comment No. 9 Flood

The opening of the Denver International Airport resulted in the loss of approximately 40 percent of the New Raymer MOA and air traffic control assigned airspace. The impact on the existing Kit Carson MOA, combined with changes proposed under the CAI Preferred Alternative, would result in an overall decrease in the total military training airspace available.

27

1 believe there is any need to establish a new training
 2 area with different parameters and low-altitude
 3 training. As someone else already mentioned according
 4 to the debriefing and Desert Storm, low-altitude
 5 training was proven to be ineffective and resulted in
 6 the loss of an aircraft and, in fact, one was brought
 7 down by 45.

8 Another point about this is that the
 9 military's desire to have the La Veta MOA dates back to
 10 as early as 1977 which predates both the Denver
 11 International Airport plans and the F-16 itself. I do
 12 not see why the space used for an A-7 has any difference
 13 in terms of requirements as an F-16. And just another
 14 fact to throw out is that the fleet of the F-16s has
 15 been down from 26 to 18 and supposedly to 15. And how
 16 does this necessitate more air space?

17 So in conclusion I do think we -- the DEIS is
 18 a bogus document. I think it needs to be redone by
 19 unbiased researchers, and I would hope that our senators
 20 who have yet to announce their position on the Colorado
 21 air space initiative. They have been waiting for the
 22 DEIS, we have yet to hear from them. And I would hope
 23 that they would take some time to study this issue and
 24 listen to the citizens impacted by this proposal. Thank
 25 you.

RESPONSES TO COMMENTS

Response to Comment No. 10 Flood

Low-altitude flights allow pilots to learn to avoid detection and to survive in combat. Low-altitude flying provides a significant operational procedure through which detection can be minimized. Training is essential to acquire the skill to use this procedure. Specific combat conditions that allowed high-altitude operations in the Gulf War may not exist in future conflicts. The need for this training is required by Air Force training regulations.

Response to Comment No. 11 Flood

The A-7 aircraft had a very small requirement for air-to-air training, normally accomplished in a MOA. It also did not have the radar capability of the F-16 that requires a further distance between aircraft to avoid detection when practicing air intercept or defense evasion maneuvers.

Response to Comment No. 12 Flood

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

LARRY HARRIS: I would like to say for the record, I think a five-minute time is not enough here for these people and a lot of us have come from a great distance. And I get the impression that you folks really don't want to hear what we all have to say.

I'm Dr. Larry Harris. I'm an environmental geologist and graduate from the University of Colorado and also a graduate from Johns Hopkins University in Baltimore. I have lived in La Veta for over 16 years. I choose to live here because there is a special quality of life resulting from our exceptional natural environment.

If the ANG has its way, the quality of life in the region as well as the financial investment that we all made will be seriously affected here. For example, let me just state how the CAI will affect the La Veta area. The Guard states in their DEIS that there will be at least 11 flights per year in the La Veta area. This means there will be a minimal area over 200 flights a day at a sound level of 100 db or more. The pain threshold is 130 db. And that is if the planes were flying at an elevation of 2,000 feet.

In reality, these flights will be much lower in elevation, sometime as low as 300 feet, where the noise heard will be even louder. Can you imagine four

RESPONSES TO COMMENTS

Response to Comment No. 1 Harris

In order to allow everyone an opportunity to comment at the public hearings, a time limit of 5 minutes was established for each individual oral comment. After everyone had spoken once, individuals were given an opportunity to speak again in additional rounds in case the initial 5 minute period had not been adequate for an individual to complete their comments. This was repeated until everyone had given all their comments. No oral comment sessions ended with commentators indicating they wished to give further comments.

Response to Comment No. 2 Harris

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

Response to Comment No. 3 Harris

Summary tables for sorties in the Draft EIS list, for the La Veta MOA, 1,140 sorties per year for baseline, 1,100 for the Original Proposal, and 954 for the Preferred Alternative. This corresponds to an average sortie rate, for 200 flying days per year, of 5 to 6 sorties per day. For pilot training purposes, these sorties will be distributed over different areas of the MOA, so no single location will be affected by all.

1 hours of flights per day at 100 db or more where you
 2 live? That's what is stated in the Mandatory Criteria
 3 of the USAF Airspace Master Plan, it's on page 7 of the
 4 ANG Executive Summary.

5 These extended periods of flights at high
 6 noise levels of flights will be detrimental to the
 7 psychological and physical environments of both people
 8 and animals, will depreciate the value of our land, will
 9 adversely affect tourism and ranching, two of the most
 10 important resources in our region.

11 Also affected will be the \$2 billion economy
 12 that the native wildlife provides in our national forest
 13 and in our wilderness areas. This is comparable to the
 14 income generated by the state's skiing industry. It
 15 doesn't make sense to fly jets in areas that would
 16 affect the skiing industry; similarly it makes no sense
 17 to fly them where it will affect the economy derived
 18 from the state's indigenous wildlife.

19 The process that has brought us all together
 20 here is required by NEPA, the National Environmental
 21 Act, you've heard it mentioned. This law is one that
 22 requires that the public be properly and legally
 23 informed by the project such as the CAI, that we will
 24 have access to the documents and sufficient time to
 25 respond to this DEIS. In addition, all comments and

RESPONSES TO COMMENTS

Response to Comment No. 4 Harris

The CAI was initiated several years ago with an Original Proposal that did include some low-altitude flights in the areas identified. However, the ANG identified a new Preferred Alternative in the Draft EIS. This Preferred Alternative was the culmination of efforts by Governor Roy Romer, members of the Colorado Congressional delegation, a Citizens' Working Group, and the ANG to reach a viable alternative which addressed the concerns of the citizens of Colorado.

This Preferred Alternative does not include new or lower flights in the vicinity of the Wet Mountain Valley or the Sangre de Cristo eastern slope. In fact, La Veta MOA will remain as currently charted (minimum altitude 13,000 ft. MSL) but with fewer flights. A military training route, VR-412, which is currently charted through the Wet Mountain Valley, will be totally eliminated. Rather than increasing the training activities in the area, training would be reduced. Low-altitude flights in the Wet Mountain Valley, using either MOAs or MTRs, would be completely eliminated by this proposal.

Response to Comment No. 5 Harris

The role of tourism in the local economy, and its impact from the alternatives associated with the CAI, have been studied in the EIS as a part of the evaluation of socioeconomic impacts. There are a number of factors, other than aircraft operations, that may affect tourism and the use of recreational areas, including weather, the proximity of other attractions in the area, and the economy. While it is possible that a tourist visiting an area may find an aircraft overflight to be annoying, no significant change to the tourist industry would be expected considering the fact that the majority of the CAI airspace has existed for many years and the relevant influences from military aircraft operations are not changing in the study area. The contribution of tourism earnings to total industry earnings was presented in the EIS for each airspace. In all instances, these values were very consistent with overall state levels of tourism earnings as compared to industry earnings.

1 concerns generated by the public must be published,
2 considered, and addressed by the ANG.

3 The ANG and the company that it has hired has
4 failed to comply with the law. If the NEPA procedure is
5 flawed, as this one clearly is, the process will be
6 legally challenged and the EIS process must be started
7 all over again. For example, although I requested the
8 DEIS in writing on two separate occasions, I did not
9 receive the document until May 10, '96, four days ago.
10 That's not enough time for me to review and respond to
11 the 600-page DEIS, and I have spoken with others who
12 have not received or received late their copies of this
13 document. If one of these people happens to be you,
14 please let your coalition know and put that in writing.

15 This is just the tip of the iceberg. In
16 reviewing the summaries of the DEIS, one by Ahlquist of
17 the coalition, the other by the ANG, it is clear that
18 the public's concerns and objections, including my own,
19 have been virtually totally dismissed by the Guard
20 without the proper consideration as required by the
21 National Environmental Protection Act. The Guard is in
22 violation of the NEPA process. Here is some more
23 examples:

24 The ANG has callously dismissed objections
25 raised by numerous residents who testified during the

RESPONSES TO COMMENTS

Response to Comment No. 6 Harris

The Council on Environmental Quality provides guidelines for the preparation of Environmental Impact Statements, and the review of EISs by the public and various government agencies. These guidelines direct agencies to "allow not less than 45 days for comments on draft statements" (Section 1506.10 of these guidelines). The comment period for the CAI Draft EIS officially opened March 29, 1996 with the Notice of Availability published in the Federal Register. The initial mailing of the statement to over 750 addressees was accomplished on March 20, 1996 prior to the NOA. The close of the comment period was initially published as June 5, 1996 (68 days), and then extended to July 12, 1996 (105 days).

Response to Comment No. 7 Harris

The ANG cares about the people that live near their training areas and how they feel about the activity associated with training. The NEPA process is providing the ANG with an opportunity to hear exactly what the public feels about its proposal before any decisions are made. Every scoping comment and every comment on the Draft EIS sent to the ANG has been read and incorporated into the administrative record for the proposal. Public comments have provided a better picture of what subjects the public wanted addressed in the document and have enabled the ANG to improve the EIS by adding or expanding to discussions in the Final EIS. Examples of added or expanded discussions include human health effects, natural quiet, environmental justice, amongst others.

Response to Comment No. 8 Harris

All comments received during the scoping process associated with this EIS were considered in the preparation of the document. Such comments, as they relate to the proposal, have helped to improve the EIS process and have become a part of the administrative record for the proposal.

1 scoping process and who also submitted written
 2 testimony. I personally and properly requested the
 3 Guard to respond to the effect of fuel losses and other
 4 toxic wastes from planes, as well as the effects of
 5 crashes on groundwater quality. No response is given.

6 After a cursory list of factors supposedly
 7 considered, each airspace component is listed by a
 8 paragraph along with a phrase, potential impacts would
 9 be negligible. No specific reasons are given that would
 10 validate a conclusion. This is typical of the entire
 11 DEIS. Conclusions are repeated in nearly all places
 12 where supporting data should be. When data is given, it
 13 is routinely outdated, incomplete, and improperly
 14 applied.

15 The data does not justify the conclusions of
 16 the ANG. In this fashion the Guard has concluded that
 17 there is no significant impact to our environment
 18 regarding aircraft space noise, and negligible impact to
 19 cultural, socioeconomic, visual and aesthetic resources.
 20 The Guard dismisses the impact of crashes in the regions
 21 affected by the CAI and places the burden on local
 22 services. They have generously offered to instruct
 23 local officials as to what to do upon request.

24 The Guard says that there will be no
 25 significant impact of crashes even though the Guard

RESPONSES TO COMMENTS

Response to Comment No. 9 Harris

The potential effects of hazardous materials on the environment as a result of an aircraft accident are discussed in EIS Section 3.1.12.

Response to Comment No. 10 Harris

Because of the potential for loss of a pilot's life and the high cost of modern military aircraft, avoidance of collisions with birds is extremely important to the ANG. The potential for a bird-aircraft strike would not change significantly under the proposal. Both the Original Proposal Alternative and the Preferred Alternative consist largely of modifications to existing airspace or establishments of new airspace in the vicinity of existing airspace. These actions would, therefore, encompass the same seasonally adjusted bird avoidance procedures associated with the bird migration corridors as are utilized currently with the existing airspace. Due to the fact that only four bird strikes have occurred in existing airspace associated with the Colorado Airspace Initiative in the past five years, the likelihood of future bird-aircraft strikes under any of the alternatives would be expected to be low.

The USAF has established a Bird/Aircraft Strike Hazard (BASH) Team to implement procedures to prevent and reduce the threat of bird/aircraft strikes, and to investigate and track any bird strikes that occur. In addition, each USAF/ANG base or flying unit is required to establish a BASH program to minimize the risk of bird strikes both at the base airfield and in airspace training routes for the unit. The USAF BASH Team assists each base or flying unit by providing Bird Avoidance Model (BAM) graphs. These graphs estimate the relative bird strike risk for flying along a specific low-level route or operations area. The model is developed on the basis of waterfowl and raptor migration and concentration data. The BAM graph depicts the severity of the bird strike hazard at a particular time of day, month, and segment of a low-level route. This information is used by the flying unit to determine the optimum route schedule and avoidance measures to be taken to prevent bird/aircraft strikes. In addition, the unit publishes Notices to Airmen (NOTAM) to alert transient aircrews to specific bird migration hazards, activity periods, and avoidance procedures.

1 acknowledges the migratory patterns of geese and ducks
 2 in the MOAs. Two recent crashes in Alaska and Tennessee
 3 involved a collision with geese and a hotdog pilot.
 4 Accidents are inevitable, and it should be noted that
 5 crashes start fires.

6 Low-altitude flights can start fires with just
 7 a spark. Low-flying jets started at least three fires
 8 in 1993 and '94 and in Buenos Aires National Wildlife
 9 Refuge in New Mexico. Based on a survey of refuge
 10 managers, military overflights are the number one threat
 11 to animals in wildlife refuges. We have refuges around
 12 here and we have pretty dry conditions.

13 Socioeconomic resources, once again the Guard
 14 states that there is negligible impact, even though two
 15 papers were properly submitted to the ANG as evidence,
 16 neither was recognized in this DEIS and both identified
 17 as serious detrimental economic impact to the affected
 18 regions. Noise has been shown to decrease property
 19 value by 1 percent per decibel increase. Increase noise
 20 levels by 30 dbs and the property value will drop by 30
 21 percent. I note that the db increases are often larger
 22 than 30 db.

23 And I'm going to hold you five minutes and I'm
 24 going to ask that you put my name in again to give me
 25 the time to finish this off. Thank you very much.

RESPONSES TO COMMENTS

Response to Comment No. 11 Harris

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 12 Harris

Papers received during the scoping process, such as the documents prepared by Mr. Nickell and Mr. Weida, have been considered during the preparation of the Draft EIS. These papers, which were not from a published source and consequently not peer reviewed, were not used to support the analysis. Such unreviewed documents from stakeholders do not carry the same credibility as the many other sources of information available to the EIS preparers.

Response to Comment No. 13 Harris

In order to address concerns regarding possible devaluation of real estate, the EIS evaluated historical data for property values. This analysis compares counties within the study area for the CAI, including those areas with currently utilized military airspace, to counties outside the study area. The results indicate that all counties experienced increases in property values. Further, in terms of median property values, counties within the study area for the CAI increased 99.71 percent compared to counties outside the study area, which increased 57.74 percent. Whereas a report published by the Federal Aviation Administration concludes "that noise has been shown to decrease the value of property by only a small amount--approximately 1 percent decrease per decibel (DNL)," this analysis applies to airport/airfield environments and not land areas underlying military training airspace. Therefore, although it is not possible to absolutely conclude that counties experiencing military aircraft overflights incur any greater change in real estate values than counties not experiencing similar overflight activity, it is not likely that real estate values would drop as a result of the CAI.

RESPONSES TO COMMENTS

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MARGARET WILLIAMS: I'm Margaret

Williams. I'm a member of the Crestone/Moffat Business Association. I'm a school board member of the Moffat consolidated district and I'm also an emergency dispatcher for the Blanca Grande fire department and ambulance service.

I'm somewhat dismayed to find myself here again basically to repeat the same concerns that I mentioned, I believe it was five years ago, when I heard that an environmental impact statement was going to be prepared. I thought, oh, great, they'll really look at this situation or address the concerns that so many people raised at all the scoping meetings and hopefully a rational decision will be achieved. Unfortunately, the DEIS does none of these things.

I have to -- I have to say when I looked it over that basically I described it as word salad with a lot of dressing. I was asked to convey a letter of concern from the Crestone/Moffat Business Association and I would like to read that tonight.

It's addressed to the Colorado Air National Guard. The Crestone/Moffat community is a community heavily supported by tourism. Most of our tourism has to do with spiritual retreats. People are drawn to this area for meditation and tranquility as well as the

Response to Comment No. 1 Williams

The EIS has evaluated cultural resources, such as historic or Native American sites, by consulting with the appropriate state representatives and local experts to obtain an understanding of the resources present in the study area and to determine whether any possible impacts exist. Some religious and/or meditation centers are under existing airspace. Consequently, the elimination of VR-412 and the changes to VR-413 under the Preferred Alternative, which raises the minimum altitude from surface level to 500 feet above ground level and reduces the route width from 12 miles to 6 miles, should be beneficial to such locations.

RESPONSES TO COMMENTS

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1 beauty.

2 We have approximately 10 spiritual or

3 religious temples schools and/or communities. Our

4 mountains are laced with small hermitages where people

5 can come for complete quiet and peace in order to do

6 their spiritual work. All of these groups value quiet

7 in this area and would be forced to move elsewhere if

8 their tranquility were jeopardized.

9 The air space initiative threatens our

10 economy. Take away our tourism trade and our bed and

11 breakfasts, body workers, crafts people, and restaurants

12 cannot survive. This would be disastrous to us

13 economically. On the attached list of members of over

14 45 members, at least 30 rely on tourism for their

15 business. We ask that this be considered heavily in

16 your decisions regarding more air space. Please keep

17 the valley quiet, we value our peace. Thank you.

18 Sincerely -- and it's signed by Bonnie Compton,

19 president of the Crestone/Moffat Business Association.

20 The concerns with four schools in one of the

21 air routes proposed have been mentioned before. We

22 can't mention this too often, the potential for a

23 disastrous air accident definitely exists, particularly

24 if one considers that that same corridor is heavily used

25 by migratory birds. Now, I don't think that any of us

Response to Comment No. 2 Williams

The role of tourism in the local economy, and its impact from the alternatives associated with the CAI, have been studied in the EIS as a part of the evaluation of socioeconomic impacts. There are a number of factors, other than aircraft operations, that may affect tourism and the use of recreational areas, including weather, the proximity of other attractions in the area, and the economy. While it is possible that a tourist visiting an area may find an aircraft overflight to be annoying, no significant change to the tourist industry would be expected considering the fact that the majority of the CAI airspace has existed for many years and the relevant influences from military aircraft operations are not changing in the study area. The contribution of tourism earnings to total industry earnings was presented in the EIS for each airspace. In all instances, these values were very consistent with overall state levels of tourism earnings as compared to industry earnings.

RESPONSES TO COMMENTS

Response to Comment No. 3 Williams

Because of the potential for loss of a pilot's life and the high cost of modern military aircraft, avoidance of collisions with birds is extremely important to the ANG. The potential for a bird-aircraft strike would not change significantly under the proposal. Both the Original Proposal Alternative and the Preferred Alternative consist largely of modifications to existing airspace or establishments of new airspace in the vicinity of existing airspace. These actions would, therefore, encompass the same seasonally adjusted bird avoidance procedures associated with the bird migration corridors as are utilized currently with the existing airspace. Due to the fact that only four bird strikes have occurred in existing airspace associated with the Colorado Airspace Initiative in the past five years, the likelihood of future bird-aircraft strikes under any of the alternatives would be expected to be low.

The USAF has established a Bird/Aircraft Strike Hazard (BASH) Team to implement procedures to prevent and reduce the threat of bird/aircraft strikes, and to investigate and track any bird strikes that occur. In addition, each USAF/ANG base or flying unit is required to establish a BASH program to minimize the risk of bird strikes both at the base airfield and in airspace training routes for the unit. The USAF BASH Team assists each base or flying unit by providing Bird Avoidance Model (BAM) graphs. These graphs estimate the relative bird strike risk for flying along a specific low-level route or operations area. The model is developed on the basis of waterfowl and raptor migration and concentration data. The BAM graph depicts the severity of the bird strike hazard at a particular time of day, month, and segment of a low-level route. This information is used by the flying unit to determine the optimum route schedule and avoidance measures to be taken to prevent bird/aircraft strikes. In addition, the unit publishes Notices to Airmen (NOTAM) to alert transient aircrews to specific bird migration hazards, activity periods, and avoidance procedures.

Response to Comment No. 4 Williams

The ANG cares about the people that live near their training areas and how they feel about the activity associated with training. The NEPA process is providing the ANG with an opportunity to hear exactly what the public feels about its proposal before any decisions are made. Every scoping comment and every comment on the Draft EIS sent to the ANG has been read and incorporated into the administrative record for the proposal. Public comments have provided a better picture of what subjects the public wanted addressed in the document and have enabled the ANG to improve the EIS by adding or expanding to discussions in the Final EIS. Examples of added or expanded discussions include human health effects, natural quiet, environmental justice, amongst others.

35

1 think that a large waterfowl flying into a jet engine
2 lubricates it or gives it any additional crash
3 resistance.
4 I'm appalled by the just rushing off of all of
5 those concerns. This environmental impact statement
6 basically lists the concerns and gives them no
7 credibility whatsoever, and as far as I'm concerned it
8 is a totally unbelievable document. I would call to have
9 it redone and I think definitely a congressional
10 investigation is warranted. Thank you very much.
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C E R T I F I C A T E

I, JAMI KOENIG, a Court Reporter, do hereby
certify that I reported by machine shorthand the hearing
proceedings contained herein, and that the foregoing 35
pages constitute a full, true and correct transcript.

Dated this 10th day of June, 1996.

Jami Koenig
JAMI KOENIG
Court Reporter

**VERBAL COMMENTS FROM MEETING AT
CANON CITY, COLORADO, MAY 15, 1996**

THE COLORADO AIR NATIONAL GUARD
DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC MEETING

CANON CITY, COLORADO

MAY 15, 1996

Reported by

Eileen T. Jones

Registered Professional Reporter

The following script accompanied a public video played on a continuous loop from 5:00 p.m. to 10:00 p.m. at Canon City, Colorado.

"Hello and welcome to this meeting about the draft environmental impact statement for the Colorado Airspace Initiative. I'm Luan Akin, a resident of Colorado, with an interest in aviation and environmental issues. The Colorado Air National Guard has asked me to share with you important information to help you get the most out of this meeting.

I'll be spending the next few minutes with you explaining three major points.

First, in response to the new Denver Airport and important training changes the Guard has developed a proposal to change its existing airspace needed for realistic training.

Second, the air national guard has modified the original proposal into its preferred alternative based on public comments and have now completed a draft environmental impact statement.

Third, you involvement and comments on the draft environmental Impact Statement are vital to the Guard and is the purpose of this meeting.

Your comments and concerns are critically important for this process. Before we take a look at the modified proposal I'd like to share with you some background material on

airspace issues.

There are three key components of airspace used for training the Colorado Air National Guard located at Buckley Air National Guard base in Aurora. These components are military training routes or MTR's, restricted areas, and military operations areas or MOA's.

A military training route is basically a long low altitude corridor that serves as a flight path to a particular destination. The corridor is usually 10 miles wide to 100 miles long and may range from five hundred to fifteen hundred feet above ground level, or higher. A training route is designed to provide realistic low altitude training conditions for pilots.

A training route will often end in a restricted area. A restricted area is typically used for weapons training. The land within the restricted area is owned by the military and may be used for activities such as bombing practice. One example of this activity in Colorado is the Airburst Range located at Fort Carson near Penrose in South Central Colorado. A restricted area typically covers five to ten miles on the ground and extends from the surface up to twenty thousand feet. The airspace is restricted to ensure the safety of non-participating civilian aircraft. The third type of military airspace is called a military operations area or MOA. A military operations area is a large expanse

of airspace designed to accommodate a wide variety of different flight activities.

Let me now return to the first of the three messages that I shared with you at the beginning of this presentation. In response to the new Denver Airport and important training changes the Guard has developed a proposal to change the existing airspace needed for realistic training.

One of the key driving forces behind this proposal begins at the new Denver International Airport. The relocation of commercial air carrier ground facilities has affected commercial flight paths over the entire state of Colorado.

The adjustments were mandated by the Federal Aviation Administration. As this illustration shows, the new commercial flight paths cut through the training area most used by the Colorado Air National Guard for more than twenty years.

The second driving force is the need for different airspace that responds to important training changes. The Colorado Air National Guard and other military users need to operate more efficiently than ever before. For example, budget cuts have resulted in a reduction of flying hours and other resources available.

The proposed modifications are designed to allow military users of the airspace to operate more efficiently.

By being more efficient, military users can accomplish more training activity with a decreasing number of available flying hours.

The third driving force is that the proposal will allow for realistic training in response to new training activities. For example, it will allow training to accommodate sophisticated new weapons systems such as advanced medium range air to air missiles. Let me now go back to the second key message.

The Air National Guard has modified the original proposal into its Preferred Alternative based on public comments and have now completed a Draft Environmental Impact Statement.

Several points can be made relating this key message. First, the modifications are the result of extensive involvement by the general public, government agencies and your neighbors, who formed a citizens airspace working group to represent your interests.

After several months of review, the Citizens Airspace Working Group established by elected officials made recommendations to the Air National Guard and to Governor Roy Romer, Congressman Wayne Allard, and Congressman Scott McInnis.

These recommendations were received by the Air National Guard and considered along with other analyses conducted for

the Environmental Impact Statement.

Now, let's look at the proposal as it relates to military operations areas. The modified proposal applies to several blocks of airspace throughout Colorado. I would like to describe each one in turn, taking you around the state in a clockwise pattern.

First, the Kit Carson military operation airspace is the most critically affect by the new Denver International Airport's commercial flight paths. The proposal calls for the renaming of the Kit Carson airspace to the "Cheyenne Military Operations Area." The proposal also calls for a shrinkage of the airspace by eliminating ten miles from its western boundary.

It also raises the existing floor from 100 feet above ground level to 300 feet and divides the existing airspace into high and low sections. The use of Cheyenne will be coordinated with the Federal Aviation Administration.

Moving clockwise in the southeastern part of the state, the proposal calls for the establishment of the Two Buttes military operations area. This airspace would be divided into low and high sections. The airspace would go from three hundred feet above ground level to eighteen thousand feet. The low section would only be used for 12 days per year.

The next airspace being considered is the existing Pin-Yin Canyon military operations area. The proposed

modification of Pin-Yin Canyon military operations area was prompted by a Federal Aviation Administration review.

The proposal involves moving the eastern boundary to the Pin-Yin Canyon military operations area approximately one mile to obtain clearance for a commercial airway. According to the Federal Aviation Administration review this change is necessary both for safety and efficiency.

Now we'll move clockwise to South Central Colorado and the Wet Mountains. The modifications for La Veta Military Operations Area were eliminated under the Preferred Alternative leaving the airspace in its current configuration as recommended by the citizens Airspace Working Group and Governor Romer, and endorsed by the Air Guard.

Now we'll move north to airspace associated with the Airburst Range in South Central Colorado. The proposed Airburst military operation area near Penrose involves the following.

First, the proposal calls for reduction of the size of the existing Fremont military operations area by cutting off its southwestern corner. This will remove Guard airspace from over Canyon city and Penrose.

Second, the proposal calls for combining the existing Fremont military operations area and the last segment of existing military training route referred to on the map as instrument route 409.

Third, the proposal calls for the renaming of the combined airspaces to the "Airburst Military Operations Area."

This new airspace will be divided into three sections. Section A would extend vertically from fifteen hundred feet above ground level to eighteen thousand feet.

Section B would extend vertically from three hundred feet above ground level to eighteen thousand feet.

Section C would extend vertically from five hundred feet above ground level to eight thousand, five hundred feet.

Now let's move on to the military training routes.

Under the proposal, the first route to be considered is instrument route 409. The minimum altitude of the last two legs of this training route, and all other training routes into the Airburst Range would be raised to five hundred feet above ground level. This route will continue to be used by other military units. The last leg of the training route would serve two functions. First, it would serve as a military operations area. Second, it would continue to serve as a training route.

The next training route to be considered is the training route 415. The altitude floor would be raised from one hundred to three hundred feet above ground level.

The next route to be considered is visual route 413.

The proposal calls for the width of this route to be narrowed

in several areas. The training route's altitude floor would be raised from one hundred feet to five hundred feet above ground level. The ceiling of the route would be raised to a maximum of three thousand feet. The purpose of raising the ceiling is to avoid wilderness areas. In addition, this route is being moved slightly to the southwest to avoid Mount Blanca, which is part of the federally established wilderness area.

The next training route to be considered is visual route 4123. The proposal calls for the total elimination of this route. The floor of the existing training route is one hundred feet above ground level.

The next training route to be considered is the establishment of visual route 427. The proposal calls for the route to link Cheyenne, Two Buttes, Pin-Yin Canyon, and Airburst Military Operations areas. Except for the last two legs, the altitude floor of this route would be 300 feet above ground level.

The next training route to be considered is instrument route 415. The proposal calls for the elimination of a maneuver area from the route. The proposal would also establish a new route, as instrument route 424. This route would allow aircraft to fly in the reverse direction along the same path as existing instrument route 414 and 409.

The final training routes to be considered are routes

416 and 426. The same principal for allowing reverse travel along an existing training route applies to the portion of route 416 that is being eliminated. Route 426 would provide for reverse direction travel along the same path as the former segments of route 416.

The same principal for allowing reverse travel along an existing training route applies to instrument route 416.

The same principal for allowing reverse travel along an existing training route applies to instrument route 416. Route 426 would provide for reverse direction travel along the same path as instrument route 416.

Now that I've described for you modifications of the original proposal based on public comments, let's take a look at the draft environmental analysis. The main environmental issue raised during the first public comment period for both training routes and operation areas was noise and its potential effects on wildlife and humans.

The Air National Guard's environmental protection specialists performed extensive sound monitoring tests throughout the affected areas. They used state of the art computer modeling and methods that are nationally and scientifically accepted within the environmental industry.

Sound monitoring was witnessed by representatives of the Citizens Airspace Working Group and other private citizens. One of the citizens working group members, John Kenney,

described to a Pueblo based television reporter how he felt about the monitoring process conducted during the summer of 1994.

"I think this is very good. I appreciate being able to observe this, and I think -- I think everyone's making a sincere effort to see that we can have a situation where the military has what they need for training and that the people are considered and that our lives are not disrupted to any great extent."

The Air National Guard also sponsored monitoring and tests of overflights and aircraft noise on the largest bison herd in Colorado. This herd is located in the San Luis Valley.

A Peregrine Falcon study was conducted jointly by the US Fish and Wildlife Service and the Colorado Division of Wildlife.

When all the tests were completed, all data and analyses were turned over to acoustic experts.

The acoustic experts factored in scientific data about population distributions, land uses within the affected area, sleep and hearing disturbance studies, wildlife studies and other research to determine potential noise impacts.

Another key area identified in the public comment period was socioeconomic impacts. An expensive review of local and state records was performed and is presented in the Draft

Environmental Impact Statement. This review included data from areas that have been experiencing low level military flights for at least twenty years.

Examining past flight activity and economic records for these areas provides an excellent indication of the potential socioeconomic impacts on property values and tourism revenues.

Many other areas are addressed in the draft environmental analysis, such as safety, outdoor recreational opportunities, and solitude.

The third key message that I wanted to share with you in this presentation is that your involvement and comments on the Draft Environmental Impact Statement are vital to the Guard and is the main purpose of this meeting. I encourage you to please take as much time as you need to gain more information from the environmental protection professionals and other experts at this meeting. Your neighbors will also be available to discuss their views and comments on the environmental analysis.

As you go through the meeting keep in mind that the environmental analysis process and this formal public comment forum are required by the National Environmental Policy Act, which is commonly referred to as NEPA.

NEPA says that all federal agencies must study the potential effects of proposed agency activities on the human

and natural environment.

As part of the study process, formal meetings such as this are required to give the public an opportunity to comment on their environmental concerns. Here is what you will find at this meeting.

First, the Guard has set up several information stations. Second, interested citizen's groups comprised of your neighbors have also set up information stations so that you can get even more information. You can spend as much time as you like at any area and ask as many questions as you like. There are several ways your comments and concerns can be entered into the official record.

These include; written comment sheets and tape recorders located throughout the meeting area. Two stenographers are also here to record your comments. One stenographer is in the open house area. Finally, a separate meeting room will open from seven to 9:00 p.m. for people who want to make comments in front of an audience.

Regardless of the method you choose, all of your comments will receive the same attention and consideration in the final environmental analysis. Once again, I want to encourage you to participate at this meeting and provide your comments and concerns in writing or orally. Thank you for your time and attendance. Enjoy the meeting."

RESPONSES TO COMMENTS

Response to Comment No. 1 Green

Federal Aviation Administration restrictions require that pilots avoid airports such as the Fremont County Airport by at least 1,500 feet vertically and/or three nautical miles laterally to avoid traffic conflicts. Access to the airport will not be cut off. Analyses done to support the EIS evaluated potential for conflicts between operations of military and civilian aircraft at airports, along air routes, and in other operational areas. It was determined that there are no major conflicts with local operations that cannot be made safe through continuous education and awareness programs. Military pilots at the 140 WG and transient pilots who fly the airspace for which the 140 WG has scheduling and management responsibility are made aware of local operations such as operation at the Fremont County Airport. These awareness programs, along with FAA restrictions, should ensure safe operations with minimum disruptions to military and civilian aircraft.

Response to Comment No. 2 Green

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

CANON CITY

PRIVATE ORAL COMMENT

MR. DAVID GREEN: We are in Canyon City, Penrose. In reading over the statement I have looked at a lot of it. I don't see where they are leaving us -- they are not leaving us anywhere we are at. They don't bother the village itself. They doesn't bother it anyway. If they put in the route that they want from the La Veta MOA up to the Airburst they are going to completely cut off Fremont County Airport. No way they can go in or out of there without going through a military operations area. And I don't think that's right. A lot of pilots don't think it's right. Of course the airport itself isn't that busy but periodically it is awful damn busy.

If they start flying as many runs as they want to run they won't be able to go through there except the way they do now and that is down in the river bottom down the Arkansas. The only safe way they can go through there. Flying below where they need to fly bothering the stock and stuff which it does, new stock. The stock that is there after they get used to it, it doesn't bother them. But new stock it bothers the hell out of them until they get used to it especially where I'm at. Neighbor and I have been on them quite a bit. They hate to hear us call. We are always getting on old -- I can't think who is in charge of the

Airburst. That's all.

PUBLIC COMMENT PORTION

MR. EDWARD WRIGHT

We will begin the portion of the public hearing. My name is Ed Wright. I am a professor of political science at the University of Southern Colorado where I teach American government and public policy. I am here actually in response to a request by the office of the governor delivered to the president of the university.

My function here is to moderate and to facilitate this public hearing designed to receive public comment on the Draft Environmental Impact Statement supporting the modified Airspace Initiative.

I am committed to that process. I am not employed by any interest to these proceedings and I am responding to the request of the university president.

There are five ways in which individuals can make input to the Draft Environmental Impact Statement. The first is to make a written comment and deposit that comment in the display area outside the auditorium.

The second is to make a private oral comment to the tape recording device in that same area. The third is to make a statement to a stenographer also in the display area.

A fourth way is to write to the Air National Guard Readiness Center at the address that is provided in the

information packet that you received when you entered tonight and this is the 5th way in which you can do that by making a public comment in this hearing.

That comment will be recorded for the public record by the stenographer that is present. Again my commitment is to build the clearest record of your public comment on the Draft Environmental Impact Statement.

Because it is a public hearing those wishing to speak are asked to register their intent on the card provided when you arrived. That card is to be given to individuals in the back of the auditorium who will bring it to me if you have not already given it to someone.

When called you will be given an opportunity to make your public comment which will be recorded again by the stenographer for the record and must be responded to in the final Environmental Impact Statement.

Upon the completion of all the scheduled hearings, that public document will be provided to the Air National Guard and the department of the Air Force and must be responded to in the finally EIS.

There are representatives of the Air National Guard here to hear your comments. But we need to recognize that the reason for recording public comment is because many of those people involved in the decisions are not here. However, all will receive a copy of the record of public comment from

tonight's hearing.

For these reasons the more factual your comments are, the more direct your they are, and frankly, the more dispassionate or unemotional they are the more compelling will be the record produced to which those individuals must respond.

If you wish to address a specific question or issue and receive a direct response please speak with an appropriate official in the display area outside the auditorium.

In the interest of fairness to ensure that all individuals who wish to speak have an opportunity to do so, to ensure that their input or their comments are heard and are properly recorded and to be fair in terms of the time advertised to the public the following procedures will apply.

Speakers will be identified for the public record as described above. That is to say by filling out the card, going to the microphone and making their statement.

Your comments must be limited to five minutes. I will indicate when you have thirty seconds remaining. You can speak for additional time after everyone else has had an opportunity but not until all others have spoken.

That procedure will be followed until either no one else is waiting to speak or until the advertised time for public comment is reached. We will adjourn the public hearing at 9:00 o'clock as advertised in the press releases as well as

RESPONSES TO COMMENTS

in information at the entry to the building.

After that time you can still make public comment via the stenographer in the display area or an oral statement to the tape recordings or a written comment.

I will ask that one person speak at a time.

Interruptions will only diminish the quality of the public record. Unless the interruption was intended to prevent what is being said, we will stop recording comments and will not resume until the interruption ends. Time will continue to expire. If an interruption is intended to prevent what is said then time will not expire while the interruption continues. Individuals may not cede their time to other speakers.

The first speaker is Merle Strickland.

MS. MERLE STRICKLAND: My name is Merle Strickland. I am the mayor of the city of Florence. I speak as a member of the Airport Advisory Board. In the past we tried to negotiate in conjunction with Custer County.

We felt Custer County was totally uncooperative and would not negotiate. They had no interest in the Air National Guard. We feel very strongly, and we are very supportive. We were appointed to go to Denver to represent our county with the Air National Guard. There were a number of us that went. We totally agree and support -- the things that we asked for were granted. We feel like it is -- we

Response to Comment No. 1 Strickland

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

are supportive. At some point in time this county has to recognize and everyone has to recognize that these people who are willing to dedicate their lives to support us need places to practice. You know it's better to have us go flying over than MIG's flying over us. If you think the cows and the grasshoppers are going to protect you, you have a big shock coming.

We got everything that we asked for and I can't speak highly enough for them. Thank you very much.

MR. WRIGHT: The next speaker is Jimmy Lloyd.

MR. LLOYD: My name is Jimmy W. Lloyd. I am a councilman in the city of Florence. I have been a resident of Florence, Colorado and Fremont County since 1983.

I became concerned about the whole issue of the Airspace Initiative some number of months ago. I attended some meetings in Pueblo and also here in Canon City. As a result of this I decided that there were some concerns that needed to be addressed.

We met with the Air National Guard, stated our concerns and they took them to heart and made modifications. I don't think we have got a complaint in the world on this new impact statement. I'm very much in favor of it. Thank you.

MR. WRIGHT: The next speaker is Mr. Neil Harman.

Response to Comment No. 1 Lloyd

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

MR. HARMAN: My name is Neil Harman. I live at 315 West Fourth Street in Florence, Colorado. I am a former city councilman, was the mayor of Florence in 1994. During my time on the council I also served on the Board of Directors for the Fremont County Development Corporation.

Presently I serve on the Fremont County Advisory Board. I have held a commercial pilot's license since 1967 and also own an aircraft which I have based at the Fremont County Airport since 1981.

I am also part owner of a hanger at that airport. My purpose for speaking tonight is not to necessarily support or oppose the findings of the EIS but rather to share with you the results of my research and perhaps some personal observations.

The research I'm alluding to is an operational count of air traffic using the Fremont County Airport.

I initiated this study in February of 1994 and concluded the study after seven hundred and fifty consecutive days in March of this year. In taking this count it was determined that on average 8.9 aircraft use Fremont County Airport each day. Of this number 39.5% were touch and go operations. 9.1% were military operations, primarily Air Force Academy and 5.1% were multi-engine operations which traditionally are associated with commercial operations.

When we make claims as to what the impact of Air

Response to Comment No. 1 Harman

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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National Guard flights are going to have on Fremont County Airport I think it might be wise to look at these numbers. In terms of the impact on IFR approaches my study found that there were approximately sixty days of weather conditions which I would term either IFR or minimum VFR days.

As a pilot the vast majority of my flying these past fifteen years has been conducted in the area identified as the proposed Airburst C. I have on many occasions observed military aircraft operating in this airspace. Like other local pilots when operating in this area I tend to be more alert than normal. I fly by the golden rule see and be seen.

Over the years I have been somewhat concerned for the transient pilots who enter this area not expecting and unaware that low flying fast moving aircraft may be encountered.

I have always thought that establishing a MOA there would be a responsible thing to do if military operations were to continue.

Finally, in terms of the impact on stock and wildlife let me say that it's been my observation over the years that the cattle and antelope that graze this area appear to prosper quite well and seem to be oblivious to the jets flying overhead.

In fact, the only times I have seen animals react was

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continued

when low flying civilian aircraft flew over at much lower altitudes. Thank you.

MR. WRIGHT: The next speaker is Mr. John Kenny.

MR. JOHN KENNY: My name John Kenny. I am from Rye, Colorado. Originally was from LaJunta, Colorado. I was a member of the Colorado Airspace Initiative Working Committee. I attended every meeting of that committee and participated in it the best I could.

My background is in aviation and in agriculture so I felt that I had a pretty good background to go and to be in a meeting like that and participate and contribute.

The working committee for those who don't know was set up by Governor Romer, Congressman Allard, and Congressman McGinnis. As I said I attended all the meetings.. This group was primarily started by the group in Westcliffe and the mountain area and they were the ones that got it initiated and I appreciate that very much. After that others were included in the entire region.

We have a region in the Colorado Airspace Initiative under that which is five areas. One is Southeastern Colorado. One is the front range area from the Rye area on up into the Airburst area and this Canon City area is the third area and we have the Wet Mountain Valley and we have the San Luis Valley.

RESPONSES TO COMMENTS

Response to Comment No. 1 Kenney

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Of those areas the most impact is probably going to be on the area right here and in Southeastern Colorado. I would like to go over a minute what -- my theory on what the Southeastern Colorado has and the approach that I took to it was that our problem would be in B-1 bombers and their combat command.

The B-1 bombers have been flying down or B-52 bombers before them have been flying down there for many years, twenty-five or thirty years. And they were having quite an impact and the people were very concerned when the F-16's wanted to -- the National Guard wanted to form up the Two Buttes MOA area, that they already had considerable amount of activity down there and it was going to be difficult for them to accept more. They already had as much as or more activity of low level aircraft than any other area in this region of the initiative.

So we thought that if the National Guard could get together with the air combat command on the bombers possibly they could have an impact to try to make the bombers more receptive to the civilians needs and we have done this. Finally worked out -- was at the meeting in Lajunta and worked it out with folks that were there from Air Command and looks like we are going to settle our problems and the Two Buttes MOA will be very acceptable and we will have an improved situation over what we did have before.

RESPONSES TO COMMENTS

Response to Comment No. 2 Kenney

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 3 Kenney

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

I know that another area is this area that worked out -- sat down with the National Guard and worked it out. After we had completed the work, the work of the working committee Governor Romer came out and he approved or recommended fifteen of the eighteen recommendations that we had from the committee be accepted. And then the National Guard tentatively went along with this. And after that point we went off as individuals groups, Southeastern Colorado, the Canon City area and the Rye area where I now am, went off as separate and started working with the groups on our own away from the entire working committee.

The two groups from the mountains, San Luis Valley and the Wet Mountain Valley are still working and protesting under more-or-less the old format.

The group here has worked out everything and it seems to be very acceptable to them. We have worked it out in southeastern Colorado and the Rye area. I have lived there for a year and a half now. I have talked to over a hundred people. I explained to them how the working committee worked and I attempted to kind of poll the people and see how they felt about it. See, overwhelmingly they don't have a problem once I give them a brief explanation of what we did in the Working Committee and the recommendations that came out of there.

In any case, it seems that in the Rye area and front

range area where I live now and am trying to communicate with the folks the Colorado Airspace Initiative as it is set up and revised seems very acceptable.

I would say that it has been a victory for the citizens but also been a victory for the National Guard. They have training space that they need, the requirements but we have gotten a minimal amount of impact. I think the Rye area is the best place I have ever lived for impact and it's going to be the same under the new initiative. So I approve of it. I approve of the process and I appreciate the chance to talk about it. Thank you.

MR. WRIGHT: Mr. Ray Koch.

MR. KOCH: I am Ray Koch from Custer

County. Like Jim I also served on the Committee working with the Air Guard trying to resolve some of the issues that we talked about that were mentioned here briefly tonight.

I am a little bit surprised that the implication is that we are still standing our ground in what appears to be a position that we thought we were generally trying to work out together but -- and quite obviously if you look at the numbers, the raw numbers, the majority of the flights that are going to be coming into the Airburst range obviously are coming here to Canon City so clearly as long as you people are happy with what you are seeing I guess we will let you have the flights.

RESPONSES TO COMMENTS

Response to Comment No. 1 Koch

The baseline sortie numbers, published in the Draft EIS for the No-Action Alternative, are representative of typical annual use of the La Veta MOA. For example, annual usage for La Veta MOA for 1994 was 985 sorties and in 1995 was 994 sorties. The low utilization from 1991 to 1993 was due to the 140 WG conversion from the A-7 to the F-16 aircraft.

Response to Comment No. 2 Koch

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

But I think the thing that you need to recognize and this is one of the issues we have got with the basic document and that is trying to account for the sorties that are involved here because obviously the sorties -- you take the sorties numbers become a multiplier in determining the environmental impacts on any activity like this and we were somewhat surprised when we looked at what was defined in the DEIS as the so-called historical numbers of flights in the area. When during one of the working group sessions in May of 1994 instead of flight numbers in the one thousands we found that the annual report that the guard was required to provide to the FAA reflected numbers like two hundred. Two hundred to three hundred. So quite obviously what NEPA says that you are supposed to do, the National Environmental Protection Act, you are supposed to go from today's condition and delta it off of that.

If that is the case clearly someone is missing the boat because the numbers just do not correlate so that is something from our perspective has to be resolved before we can really start dealing with this whole issue.

Quite obviously as we look at what is defined as the Preferred Alternative it does take care of some of our concerns in part. Obviously, it eliminates the MTR that comes right down the basic heart of the Sangre de Cristos and over that wilderness area. But that from the very beginning

was something that we had understood was not going to be retained.

It still leaves something in the order of about a thousand sorties that will be flying in the Wet Mountain Valley. And I guess if you talk to the people there the reason why they came to the valley was seeking peace and quiet and quite obviously we must be looking for Nirvana. We think we have found it there but people keep wanting to take it away from us. Those who believe this and of course have settled in the Wet Mountain Valley are unanimous in the belief that they came to the valley to live, to work, to raise families, to retire with their child bearing days behind them in a nonthreatening environment that provides for personal safety and well-being.

In other words, we wanted to live in harmony with our often sometimes distant neighbors who may be as much as a mile or two away and with our natural surroundings.

It is certainly the ultimate high from my perspective to blend into the natural quiet of our valley hearing only the sounds of nature and enjoying the natural scenery that is a beautiful breathtaking backdrop of our daily lives.

This is not something that everybody has a chance to do. We think that is unique. When we came to the valley we traded away the conveniences of urban or suburban life along with the lines of traffic, noisy boom box, back crowds of

RESPONSES TO COMMENTS

Response to Comment No. 3 Koch

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

people, exhaust smoke, with the attendant black clouds, the no fireplace burning days that are part of the urban package here in Colorado.

Now the Air Guard comes to propose to come from this background into our valley and to determine the acceptability of their aerial intrusions using criteria and guidelines that were developed for land use planning in an airport environment. No matter how absurd this sounds they want us to believe this and accept this approach and methodology and welcome the jet noises as a substitute for what we consider to be our natural quiet. So I think that is why we are here. That is why we are critical of large portions of the documentation and we will be providing our detailed comments in writing. Thank you.

MR. WRIGHT: The next speaker is Susan

Neget (sic)

MS. NEGET: I didn't mean that I was speaking tonight.

MR. WRIGHT: I am sorry. Ms. Lori Fox.

MS. FOX: I'm writing to respond to the

Draft Environmental Impact Statement on the Colorado Airspace Initiative. In reviewing this size intimidating document I was saddened by the fact that my tax dollars were used to prepare this document. I had hoped for a DEIS that included answers to question which were raised during the scoping

RESPONSES TO COMMENTS

Response to Comment No. 4 Koch

The approach used in the EIS has been modified. The Federal Interagency Committee on Noise (FICON), representing a variety of Federal agencies with a mix of concerns associated with aircraft noise, reviewed aircraft noise analyses issues in 1992. This committee's report (FICON 1992) continued an approach to evaluating relative impacts associated with aircraft noise that has been recognized by noise analysis experts as the most widely endorsed and comprehensive approach to aircraft noise analysis available. This approach to noise analysis was incorporated into the analyses associated with the Draft EIS. In general, Federal land use compatibility criteria are derivatives of guidelines first devised for land near airports. All land use compatibility is based on the use of Day-Night Average Sound Level (abbreviated as DNL or Ldn) as the descriptor representing community noise environments. The criteria treat areas below DNL 65 dB as compatible for all uses, including residential, and they treat DNL 65 dB as a threshold for significant exposure. There is no generally accepted method for treating rural areas differently for these purposes.

However, many EIS reviewers, including some members of the Federal regulatory community, felt the application of the FICON standards, and the 65 dB threshold, to a rural setting was inappropriate for such areas with more quiet ambient noise conditions. Consequently, the use of the 65 dB threshold as the sole means to assess relative impacts or the acceptability of noise levels associated with aircraft operations addressed in the EIS has been modified and the analysis now includes additional information to evaluate potential impacts.

meeting process. I was under the impression that was the purpose of the Scoping Meeting Process.

Some of the items in the DEIS which I would like answers on are: Why were only F-16's which are the quietest used to calculate the DNL sound levels? What about the other aircraft which will use the airspace? Why doesn't the DEIS address the cumulative impact of multiple passes of a single sortie or the cumulative effect of other aircraft such as C-130's that frequently use the MOA?

How can you justify the use of the day night averaging for the noise analysis? You cannot average noise over a twenty-four hour period and expect the sudden onset of a jet flying over at a hundred ten decibels to go unnoticed.

Also the cutoff point used in the DEIS is sixty-five decibels. According to the Federal Interagency Committee for Noise or FICON, sixty-five decibels is annoying for communities next to commercial airports. Our valley is incredibly quiet. If sixty-five decibels is annoying for someone living next to a commercial airport, don't you think a different level should be used for an area that is rural and incredibly quiet? Do you think it's appropriate to use the Schultz Noise Study which was based on urban street noise rather than on rural aircraft noise? Why was the Cheyenne Wells area used for the noise study? Wouldn't it be more appropriate to use a mountainous terrain where echo effects

RESPONSES TO COMMENTS

Response to Comment No. 1 Fox

Noise analysis accounted for all aircraft types which will use the airspace. The analysis accounts for all passes of all aircraft.

Response to Comment No. 2 Fox

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

Although Ldn is called an "average," it represents the total sound occurring within a 24-hour period, and is often described as a "cumulative" measure of impact. It has been shown to properly account for individual loud events of the type that may occur with military aircraft operations. However, while Ldn measures the total effect of all events, it does not describe the sound level for individual events. Whereas the Draft EIS presented some descriptions of individual aircraft noise events, the Final EIS has been modified and now presents additional discussions of individual aircraft noise events and maximum sound levels that are useful to evaluate potential impacts.

Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Airspace Initiative.

RESPONSES TO COMMENTS

Response to Comment No. 3 **Fox**

The approach used in the EIS has been modified. The Federal Interagency Committee on Noise (FICON), representing a variety of Federal agencies with a mix of concerns associated with aircraft noise, reviewed aircraft noise analyses issues in 1992. This committee's report (FICON 1992) continued an approach to evaluating relative impacts associated with aircraft noise that has been recognized by noise analysis experts as the most widely endorsed and comprehensive approach to aircraft noise analysis available. This approach to noise analysis was incorporated into the analyses associated with the Draft EIS. In general, Federal land use compatibility criteria are derivatives of guidelines first devised for land near airports. All land use compatibility is based on the use of Day-Night Average Sound Level (abbreviated as DNL or Ldn) as the descriptor representing community noise environments. The criteria treat areas below DNL 65 dB as compatible for all uses, including residential, and they treat DNL 65 dB as a threshold for significant exposure. There is no generally accepted method for treating rural areas differently for these purposes.

However, many EIS reviewers, including some members of the Federal regulatory community, felt the application of the FICON standards, and the 65 dB threshold, to a rural setting was inappropriate for such areas with more quiet ambient noise conditions. Consequently, the use of the 65 dB threshold as the sole means to assess relative impacts or the acceptability of noise levels associated with aircraft operations addressed in the EIS has been modified and the analysis now includes additional information to evaluate potential impacts.

Response to Comment No. 4 **Fox**

The Cheyenne Wells area and monitoring sites were chosen in a coordinated effort with local citizen groups. Flat areas were selected so that sound coming from all directions would be measured.

could be measured rather than the flat land? Do you feel it's appropriate that all the economic benefits of this Airspace Initiative is going to the Denver area while all the economic detrimental effects will be to the poor rural areas such as Custer County?

According to a recent CNN newscast a German Air Force squadron will be based in New Mexico since Germany no longer allows the noise of low level flights. If this German squadron is to use the airspace as an invitee why should you citizens have to listen to noise from German aircraft that Germany does not allow?

One other statement I would like to make is that it is obvious to me that the number of overflights during the past couple of years have been significantly reduced from numbers I had experienced in previous years dating back to 1984. Did the Air National Guard choose not to continue to fly at those earlier numbers in order to confuse the public and make them feel that the aircraft numbers were acceptable and that the overflight numbers we have seen in the past few years are the numbers we would continue to see?

I certainly hope their base line numbers used in the DEIS were based on the activity we have seen during the past couple of years. Is that the case? I do hope to receive a written response to the questions posed here.

MR. WRIGHT: Mr. Dale Ahlquist.

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RESPONSES TO COMMENTS

- Response to Comment No. 5** Fox

The operation of the 140 WG out of Buckley Air National Guard Base in Aurora has an obvious economic impact for the immediate surrounding communities. In 1994, the payroll for the Colorado Air National Guard personnel stationed at Buckley exceeded \$34 million and local expenditures, primarily contracting and purchasing, were almost \$22 million. The State of Colorado collects property taxes from the men and women who work at Buckley and live in the community, and collects sales tax dollars from all purchases made within the State by ANG members. These revenue sources are a part of the general funds for the State which are distributed on a yearly basis by the General Assembly to every county in the State.
- Response to Comment No. 6** Fox

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).
- Response to Comment No. 7** Fox

German Air Force (GAF) aircraft are not part of the Colorado Airspace Initiative (CAI) proposal. All potential users of CAI proposed training airspace are included in Section 2, Section 4, Appendix E or Appendix N of the Draft EIS. Any future use of CAI airspace, by GAF aircraft, would require appropriate environmental documentation.
- Response to Comment No. 8** Fox

The frequency of training flights that have been observed by the public represent normal operations needed to fulfill USAF training requirements.

MR. AHLQUIST: I am Dale Ahlquist, the Director of the National Airspace Coalition. It's a nation wide public interest group concerned about the expansion of military airspace. I have written a critique of the Draft DIS and I have copies available for anyone who would like to have a copy. See me or there is one out on the table there. I am going to confine my comments to the region of impact in this area.

I want to say that I do not agree with the sound analysis, the noise analysis used in the DEIS. Lori before me did a very good job of describing how the sixty-five decibel day night level is not adequate or appropriate for this type of setting. But even using the type of analysis in the draft EIS I want to point out the following. And it should be of concern to property owners in this area.

The noise level would increase fifteen decibels in the areas around Airburst B and C. The draft EIS shows an increase from forty-three decibels to fifty-eight decibels on the day night level. That is referenced on 2-50 in the DEIS on page 4-206. The DEIS cites FAA's aviation noise effects report which says that noise -- aviation noise has been shown to decrease property values approximately 1% per decibel increase. For every one decibel increase of noise there is a 1% decrease of property value. So in this area where we are talking about a fifteen decibel increase we are talking

RESPONSES TO COMMENTS

Response to Comment No. 1 Ahlquist

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Response to Comment No. 2 Ahlquist

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

Response to Comment No. 3 Ahlquist

In order to address concerns regarding possible devaluation of real estate, the EIS evaluated historical data for property values. This analysis compares counties within the study area for the CAI, including those areas with currently utilized military airspace, to counties outside the study area. The results indicate that all counties experienced increases in property values. Further, in terms of median property values, counties within the study area for the CAI increased 99.71 percent compared to counties outside the study area, which increased 57.74 percent. Whereas a report published by the Federal Aviation Administration concludes "that noise has been shown to decrease the value of property by only a small amount--approximately 1 percent decrease per decibel (DNL)," this analysis applies to airport/airfield environments and not land areas underlying military training airspace. Therefore, although it is not possible to absolutely conclude that counties experiencing military aircraft overflights incur any greater change in real estate values than counties not experiencing similar overflight activity, it is not likely that real estate values would drop as a result of the CAI.

Response to Comment No. 4 Ahlquist

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

about a 15% property value decrease.

My question for both you residents and for the preparers of the DEIS is how can this not be considered a significant impact? I may make a comment later on but I did want to address one thing that the mayor of Florence said. She said she didn't want -- she said it's better to see our planes than to see MIG's. You probably will see MIG's. I read today in Air Force Magazine that they are being brought into Hollaman Air Force Base and you probably will see them.

MR. WRIGHT: Mr. Ray Kogovsek.

MR. KOGOVSEK: Thank you, Dr Wright. My

name is Ray Kogovsek. I lobby on behalf of Tom Redmond in Washington D.C. I am a member of the Custer County Action Association. I was born and raised in Pueblo, Colorado and I intend to spend the rest of my life there which is neither here nor there.

Let me just indicate to you that I had the honor of serving and representing this area in the United States Congress for six years. And as a member of the Interior Committee of the United States House of Representatives I had the opportunity to read through, peruse, study literally dozens of environmental impact statements as they related to proposed wilderness areas in many states throughout the west and as they related to BLM lands, forest service lands and so on.

And having some acquaintance with a lot of environmental impact statements I have to at least give my opinion to you tonight and to the people who are here this evening that this environmental impact statement would rate a very poor rating at least as far as people who know things about environmental impact statements, as far as the interior Committee is concerned. People who manage the forest service, people who manage the BLM, people who manage the Wildlife Department for the Secretary of the Interior, once they take a look at this specific environmental impact statement I don't think they are going to be impressed favorably.

I guess I say that because we know we can expect that that probably would have been the result because I have to remind you tonight that the United States Air Force and the United States Air National Guard didn't want to do an environmental impact statement in the first place. I think it is important to remember that.

The Air National Guard has a job to do. They have to train people. An environmental impact statement tends to slow things down and they tend to get in the way. And that is a fact. And it is going to continue to be more of a fact.

I guess I leave you with this thought tonight. That a lot of people moved to the State of Colorado because it's a beautiful state. It's one of the most beautiful states in

RESPONSES TO COMMENTS

Response to Comment No. 1 Kogovsek

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAL. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAL. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

Response to Comment No. 2 Kogovsek

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

the United States, if not the most beautiful and people will continue to move here and as people continue to move here our delegation in congress will continue to grow as it has every ten years for the past thirty or forty years.

The people who move here want serenity. They want peace and quiet and they want to continue to see the wildlife that they see even though they live in Denver and the metropolitan area. Wherever they travel in wilderness areas and wherever there is a new wilderness area and the Sangre de Cristo is one of the newest wilderness areas people will come to see it and they are not going to want to have that serenity and that wilderness experience interrupted by F-16's as they fly through at Mach 1 speeds or faster.

Politicians understand one main thing. They understand votes and they understand that people in this country are concerned about two main issues, many major issues but they are concerned about takings. This is a relatively new situation that is affecting the Colorado state legislature, that is having an impact in the national congress.

Senator Dole was speaking on it yesterday. Takings is that issue where any federal action that has a detrimental impact on citizens of this country the citizens will have to be compensated and I think we have to remember the monetary costs of compensating the people that are adversely impacted in the takings issue such as the issue we are talking about

RESPONSES TO COMMENTS

tonight because this is a taking issue plain and simple.

If people, if their property taxes or their property is somehow affected negatively there is going to be a congress that is willing to step in and say those people have been adversely affected and we the tax payers are going to have to pay for it.

A simple solution to this and I know that the Colorado Air National Guard gets tired of hearing this, but we are all neighbors and the good neighbor policy is going to have to come into effect and we have to remember that the federal government owns 86% of Nevada. They own that land. The federal government owns 66% of Utah. We, the federal government, own that. People don't live on those federal lands and that is where we should be training.

I know it is a variant position on the Colorado Air National Guard and the fine pilots that have in that Air National Guard. But people are going to insist and it's going to be the new people that are fortunately moving into or unfortunately that are moving into the State.

They are going to insist that the Colorado National Guard are going to have to move and go somewhere else and it's going to happen. It really is. And so the takings issue is something that is very, very important.

The other thing that is very important to the Republican National Committee, the Democratic National Committee, is the

Response to Comment No. 3 Kogovsek

Whenever possible, the ANG tries to accomplish its training while flying over military or government-owned land. The Colorado ANG currently flies and trains over land belonging to the U.S. Army at Fort Carson and uses the Buckley Air National Guard Base. Military airspace also exists over lands owned by other Federal agencies, including lands administered by the Bureau of Land Management and the U.S. Forest Service. Completely eliminating flights over privately-owned lands and other selected areas, such as parks, however, would be impractical. Routes to link various training areas together are an essential part of the training airspace configuration and may be located over non-federally owned lands.

Response to Comment No. 4 Kogovsek

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

environment. We all do our polls. The environment rates right at the top as the number 1 concern that people have and guess what? Congressmen and senators respond to the wishes that people want to protect the environment. And they know that there is probably a better way to train. There is a better place to train and I think it's probably going to happen sooner rather than later. Thank you.

MR. WRIGHT: Mr. Bob Senderhauf.

MR. SENDERHAUF: I would like to take -- first of all, introduce myself. My name is Bob Senderhauf. I am from Westcliffe, Colorado and the starter of the Custer County Action Association.

A number of years ago we were a hit with the issue of the old Redeye Complex and it evolved then into the Colorado Airspace Initiative. We in our county have been on this particular issue for about five and a half years and we understand that this issue started about two, two and a half years prior to that time.

When this issue hit us there were a number of concerns that each and every one of us in our community had and they are the standard ones with the environment.

We were concerned about the noise. We were concerned about the number of sorties and the aircraft that were coming through our area. Coupled with that we were also concerned with the number of flights.

Response to Comment No. 1 Senderhauf

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

- 1

RESPONSES TO COMMENTS

Custer County was the hardest hit county in the state of Colorado, as far as the number of sorties and the elevation that these various aircraft were going to be coming through our communities or through our county. After that we started a number of other organizations. One in Moffat. Or excuse me, Crestone, La Veta, down in Rye, Gardner and Westcliffe. We formed a coalition.

And we were greatly surprised to find that none of these meetings are going to be held in some of the areas of the greatest impact and the greatest concern such as Gardner and Rye and Crestone, Moffat. These areas were totally ignored. So on behalf of those communities I would register a formal protest as to not being allowed to have this type of a meeting in their communities.

Along with that we took a look at the number of aircraft that were coming through the county and I know that we have been hit a number of times by being called unAmerican and all of these other cliches that go along with it.

I throw out the challenge tonight for the other sixty-two counties in the state of Colorado to step up to the plate and say hey, come on, we will take a range over in our area. We will take an Airburst range. We will take a MOA in our county. We will take our various mayors and state senators, but you know what? Not one of them have ever called me and said we would sure like to have them in our

Response to Comment No. 2 Senderhauf

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

RESPONSES TO COMMENTS

area.

Yeah, it's a concern. We don't want to take the hit for the whole state. We want to see it shared. We are not against the military. We are not against the Colorado Air National Guard. I have told the commanding general of Buckley Air Force Base that numerous times and as these officers sit in front of me I will tell them to their face as well.

I know that the governor of the state of Colorado said we all have to do our share. Well, then what about the rest of the state of Colorado? That's my question.

We are concerned too about the way this document is written. And trying to decipher the exact number of sorties that are coming through and all I can do is sit here and say what we were able to derive from that document.

It appears to us that through the Airburst range there should be somewhere in the neighborhood of around thirty-five hundred sorties. The Airburst Range C we are concerned about. We are concerned about Fremont County and the people that are going to be affected by this.

They have developed what we understand to be a race track. So in other words, they are going to be able to come out of the La Veta MOA go into Airburst, make the circle and create the race track. According to their documents, as we understand it, about four times or four passes will be able

Response to Comment No. 3 Senderhauf

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 4 Senderhauf

The number of overpasses made on any one sortie in the La Veta MOA over a specific point on the ground is not predictable.

Response to Comment No. 5 Senderhauf

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

Response to Comment No. 6 Senderhauf

Units associated with the Colorado Airspace Initiative and the sorties associated with each unit are presented in Appendix E of Volume II.

Response to Comment No. 7 Senderhauf

The Governor's recommendations included a request to examine the long term viability of Airburst Range. The Air National Guard has honored this request.

Response to Comment No. 8 Senderhauf

At this time, there are no issues that would lead to the immediate closing or reduction in use of the Airburst Range.

to be made during a single sortie. If that then is the case then you better take four times that thirty-five hundred. There are about fifteen or eighteen hundred sorties we are not sure just exactly where they are coming from.

We don't believe that they are coming from the Colorado Air National Guard but they are coming from units outside of the state and thereto we know that our guard unit does go to other states. We also know that other states are coming here.

But we would also like to say let's also take a look at Two Buttes. That is an area that is going to be an approved MOA. What about an Airburst range there to take some of the pressure off? What about Mount Dora? What about a range down there that could be developed? We have sat with the Air National Guard in Denver and we said we will help try to find some more ranges. It is not a matter that we are just sitting out here and saying no, you can't do it. Forget it. Get out of here. We have been there at the meetings.

I too have been a member of the Working Group meetings and we have tried. We have worked. We do have the VR 412 that was coming out. That was a low level route coming through the base of the Sangre de Cristos.

The comment was made and it was our understanding, my understanding, I will speak for myself. Other members can speak for themselves, that the Airburst range down here in

RESPONSES TO COMMENTS

Response to Comment No. 9 Senderhauf

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Canon City was going to come out in three years. That was approximately two and a half to three years ago. So we worked with this issue thinking that was going to come out. We could work with the Guard. We could work with everybody for an end result that at the end of that three year period a new range would be found.

So I think there are some places that these ranges could be used and the amount of flights could be distributed a little bit more evenly. I thank you for the opportunity.

MR. WRIGHT: Ms. Pat Richmond.

MS. RICHMOND: My name is Pat Richmond.

I am a resident of the San Luis Valley. I am a native Coloradan. I first went to San Luis Valley in 1955 to attend college and I have been a resident there for a long time to the point that people think that I am a native of the San Luis Valley. Last night I spoke at the Alamosa meeting about my views of the Draft Environmental Impact Statement and what I see as shortcomings with that document.

I drove here tonight to speak to the citizens of Fremont County in this area as a member of the Citizens Working Committee. This was a group of people who accepted the task of developing a compromise alternative that would balance the needs of the Colorado Air National Guard while trying to address the issues that had been raised by the civilian population and by agency personnel.

RESPONSES TO COMMENTS

Response to Comment No. 1 Richmond

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

Response to Comment No. 2 Richmond

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

I would like to share with you a day in the life of the CWC. We would meet all day long and we met many times over a period of three months. We were very sincere in our task.

We decided to take each aspect of the Colorado Airspace Initiative and with the help of technical advisors including members of the Air National Guard and the Colorado Air National Guard as well as advisors from various other state and federal agencies to figure out how this could all be fit together to accommodate the Colorado Air National Guard.

We went through their plan item by item, route by route. MOA by MOA. I am particularly concerned about what happened to that Alternative which was supposed to be included and analyzed within the environmental impact study. Instead it has been relegated to the appendix as item G, I believe.

This committee had a unanimous consensus on every single item within that alternative except one which was Airburst C. On the day we discussed Airburst C most of the members believed that Airburst C would be detrimental to the citizens of Fremont County and we favored elimination of Airburst C.

One member of the committee who was present that day who had been appointed by the Guard to represent their interest was concerned about eliminating Airburst C and asked the other committee members if we would withhold on our decision until he had the opportunity to confer with members of the Colorado Air National Guard. We agreed. After lunch we

discussed this proposal again. And he gave to us the reasons that the guard wanted Airburst C because they felt that they needed the maneuvering space that Airburst C provided. Our feeling was that Airburst C was there to accommodate F one elevens. Not the F-16's of the Colorado Air National Guard. The committee therefore voted and decided to recommend in our alternative to eliminate Airburst C.

The one person who disagreed said that he would not stand in the way of including this recommendation within the Alternative if we noted his opposition. That was done. Last June the members of the Colorado Working or the Citizens Working Committee learned that the governor had issued a new Alternative and at a meeting in Pueblo we were advised that the Secretary of the Air Force had asked the governor's office to develop this Alternative.

One of his comments made to us was that the Citizens Working Committee's Alternative was unacceptable because we had not been able to reach a consensus.

Ladies and gentlemen of Fremont County, I tell you that that committee worked very hard on behalf of all the citizens of Colorado. And that the only issue on which we did not have unanimous consensus was Airburst C. That the majority of members of that committee acting on your behalf hoped that Airburst C would be eliminated to protect your airport and

RESPONSES TO COMMENTS

Response to Comment No. 1 Murphy

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2 Murphy

Every effort has been made to make this EIS as understandable as possible, while still providing the appropriate scientific analysis to allow decision makers to make informed decisions. In accordance with guidance from the Council on Environmental Quality, simple summary information is presented in Section 2, details of the impacts are presented in Section 4, and more complex analyses are offered in the appendices. Each reader may choose to read the level of analysis that is appropriate to his or her familiarity with the subject matter.

your life style here in Canon City and in Fremont County.

MR. WRIGHT: Donna Murphy.

MS. MURPHY: I am Donna Murphy and I have been Fremont County Commissioner since December of this last year so I have not been very involved in this issue but I would like to thank you, the citizens, who have worked on this issue and I would like to thank the government for coming through and responding to some of the environmental laws that I am glad we now have in the United States.

I think as situations change needs become different and I'm not sure exactly where we are at now with the need for this kind of training. I mean I am sure it is there. I am not sure to what degree. I am not sure to what degree it could be satisfied somewhere else or somewhere where we are doing this already.

I know from looking at the Environmental Impact Statement or Draft Environmental Impact Statement as a lay person it is very, very difficult to understand what is being brought to you. It is very complicated. Sometimes I think we could have better citizen input if it weren't so complicated, so for that reason, I would like to thank all the people that have worked on this.

I am the only commissioner here tonight. We did talk briefly, the other two commissioners and I, about coming but they felt that there has been very many meetings and I know

RESPONSES TO COMMENTS

there have been quite a few where you kind of hear the same thing over and over again and perhaps it gets repetitious and perhaps emotions run too hard or high and it feels like nothing is getting done.

I know this has been a long process and I think it's a process that is very hard to stick with for the average citizen. And yet I can see down the road, should what I saw in the film be accepted, that there is going to be very many local government officials that will be impacted by the citizens who are not here tonight complaining or having concern or wanting something done and it will be too late at that point, I think.

I hope that in the sense that I think our military has undergone many changes in the last few years that they will continue that evolution and work for the best solutions that they can possibly bring up for many citizens. I think you know, many good points are brought up in this process by the military and many good points are brought up by the citizens also and I would hope that the military, who I believe will be the deciders in the end, the decision makers in the end, will take into consideration all the concerns and really go for the greatest need and, you know, not only efficiency and economy, but what is best for the future.

I do have some concerns about the airport, the Fremont County Airport, not being involved like some of our other

Response to Comment No. 3 Murphy

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

officials with the airport advisory committee but I know we have been waiting for our okay from the FAA for global positioning system coordinates. I don't know if it's just coincidental or if perhaps the FAA needs to see what is going to happen down here but in the last -- since this has been going on not much has gone forward with that and I do hope it does go forward because it sounds like a safety issue to me.

I was glad Mr. Harman brought up about his awareness of where these corridors are and perhaps the difficulty of non familiar pilots and what might happen in the future should this go through as it is planned.

I guess I just want to close with saying that it is the people that aren't here tonight that I'm really concerned about because I feel like it is those people that we're not hearing from, but for those people I feel it is far too complicated to really make a comment and that is kind of a sad commentary on a democracy but that is kind of the way it has gone in recent years.

Hopefully, people will try to reach a greater understanding and realize if they want to change anything in their lives they must participate. Thank you.

MR. WRIGHT: Mr. Fred Stultz.

MR. STULTZ: My name is Fred Stultz. I am a newcomer in this whole process. I was born in Canon City in 1946. My wife and I recently moved back to the area

in the middle of March to some property that is located in the Wet Mountains that has been in my family for over a hundred years.

I want to thank all of those people who it seems to me have put a great deal of time and energy into understanding and responding to the various issues that are being discussed here tonight. I am a little sheepish almost to admit that I know less than I would like to about what has been done and the implications of these various studies that have been mentioned but I will respond as a citizen and I would respond as a citizen who has experienced especially recently on some of the impact of these flyovers.

We have a rather lovely spot in the mountains, in the Wet Mountains and the other day I was working on putting up a fence which hopefully will keep some deer which I haven't seen. I don't know why the deer aren't on my property, whether they are not there because the airplanes have chased them away or the hunters have chased them or what, but I hope to see one. I am hoping to keep deer off because we hope to establish some orchards. And all of a sudden coming from the west was a very large, to me, menacing aircraft.

I don't know the difference between a B-1 or a B-52. I'm sorry. I don't know the difference but I will tell you this. This airplane flew over at what I would consider mountain top height and I was absolutely terrified.

RESPONSES TO COMMENTS

It wasn't that it was so noisy. It was just an ominous noise and I looked up at that aircraft and I thought what if it doesn't make it over that mountain. And this time it did luckily but what if it didn't.

You know, I have to object. I feel like the meeting tonight -- I certainly appreciate the opportunity to come together but I feel like I sort have been sold a bill of goods. I appreciate the pastry. I ate one. I appreciate the coffee. It helped me be alert for what I am going to say but I saw the video and I felt like I was being sold a bill of goods and I want to object to that for the record. Nice sales job. I don't buy it.

But in the video the woman who was the spokesperson commented on sophisticated weapons and the need to train using these weapons. Scares the hell out of me that these weapons are going to be in those aircraft over those mountains where I have come to live a life of peace and tranquility and it's ominous and terrifying.

I don't like it and for the record I would do whatever I can through appropriate channels to resist and I assume that no matter what the decision this will go on for some time and I certainly disagree with the last speaker who said, perhaps she didn't mean it, to the fact that the military will be the decision makers in this.

I absolutely disagree with that. The people will be

Response to Comment No. 1 Stultz

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

the decision makers in this and we will be heard whether it's through current legislative action or future legislative action.

STENOGRAPHERS WERE CHANGED AT THIS POINT.

NOTARIAL CERTIFICATE

STATE OF COLORADO

I, Eileen T. Jones, a Registered Professional Reporter,
and Notary Public in and for the State of Colorado, do hereby
certify that on May 15, 1996, at Canon City, Colorado, I took
down in stenotypy the private and public comments transcribed
above. I certify that the pages above are a true and
accurate transcription of those stenotypy notes.

GIVEN under my hand and notarial seal at my office
in the County or Routt, State of Colorado, on this 24th
day of June 1996.

My commission expires: August 8, 1999.

Eileen T. Jones
NOTARY PUBLIC in and for the State of Colorado.

COLORADO AIR NATIONAL GUARD

DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC MEETING

May 15, 1996
Canon City, Colorado

Reported By
Jami Koenig, Court Reporter

1

(The following are oral public comments.)

MERL STRICKLAND: My name is Merl

Strickland. Again, I would like to comment that I was under the impression this was a meeting of Fremont County. I would also like to comment that the Air National Guard will not be flying over the cities of Florence or Canon City. I deeply resent the fact that the Custer County people have come down here to lobby and give misinformation.

We do appreciate your position; however, there is a meeting that is going to be held in your county and I think it's totally inappropriate that you come down and try to scare us citizens half to death. Thank you.

JIM LLOYD: My name is Jim Lloyd and I would like to comment concerning some of the comments that have been made.

If you look at an aeronautical chart, which transient pilots have used quite a bit, you will notice that there is an IR-409 that is landing into the restricted area that is now known as the range that they would actually be bombing and strafing.

There has been comments made about the formation of this air burst C MOA. To me the air burst C MOA is a very large improvement over just a single little line call IR-409, because it alerts pilots that

RESPONSES TO COMMENTS

Response to Comment No. 1 Strickland

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 1 Lloyd

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 are transient to the area that there is a MOA and there
2 is military operations going on there. And I feel
3 that's the very most improvement to this whole impact
4 statement.

5 We appreciate the fact that the Guard has been
6 responsive to the reduction of the Fremont MOA that has
7 been existing for a long time in the area that actually
8 wrapped around -- almost completely around the Fremont
9 County Airport.

10 This will allow us, of course, to probably
11 create GPI approach into the Fremont County Airport
12 easier than had been prior to this time, and it's
13 important to also note that there's a big difference
14 between IFR traffic and VFR traffic.

15 IFR traffic is that traffic which is heavily
16 controlled under instrument conditions and under bad
17 weather. VFR traffic is under good weather and that's
18 on a see-and-see basis. And these MOAs will not be
19 active during instrument conditions or bad weather, and
20 I don't think it will be a deterrent in any way to any
21 of the activities that we anticipate developing at the
22 Fremont County Airport.

23 So, again, I would like to state that the
24 Guard has been very responsive to our actions and
25 comments, and I'm still very much in favor of this

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continued

RESPONSES TO COMMENTS

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1 impact statement and these new changes. I think they
2 are very significant, an improvement over what they have
3 been in the past and we do appreciate the general public
4 from Custer County to come down here and give us their
5 opinions, but we don't like them to think for us. Thank
6 you.

7 SEETTA MOSS: Yeah, my name is Seetta
8 Moss and I'm a resident of Canon City. I represent no
9 one. I'm just a private citizen, and as a private
10 citizen, I welcome the Westcliffe and Alamosa and San
11 Luis Valley the representatives for coming and speaking,
12 unlike the Florence dignitaries. I don't think they're
13 trying to impose their opinions on us or intrude. I
14 consider it valuable and I welcome it a citizen, a
15 taxpayer, a voter.

16 I have significant concerns about the
17 environmental impact statement draft. I have been
18 startled by aircraft driving from Colorado Springs to
19 Penrose. I find it very disconcerting to have them
20 suddenly come out of nowhere zooming very close to the
21 ground. I think it's very dangerous.

22 The impact statement concerns me because there
23 is no way to evaluate the way they come to conclusions.
24 I have very serious concerns, and that's the summary of
25 my statement. Thank you.

Response to Comment No. 1 Moss

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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RESPONSES TO COMMENTS

Response to Comment No. 1 Ahlquist

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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DALE AHLQUIST: I just wanted to address a couple of things that were in the noise studies that were conducted during the course of the EIS process that affects this area. I don't believe this is misinformation except to the extent that it is in the draft DEIS.

In appendix H-20, two of the noise tests -- the noise monitoring areas were located fairly close to this area in and around Penrose. They showed quite a loud day/night level 59, one of the highest DNLs shown in the sound tests.

There was no onset rate adjustment for those noises, so 5-decibel penalty, that would bring the decibel level up to 64 DNL which is right at the threshold of the favorable 65 DNL cutoff. Again, this is very high for an area like this.

My concern about that test is that it was probably not conducted under the conditions that the air space would be used if the preferred alternative were inactive. I don't think the number of overpasses were indicative of what they would be if the airplanes were flying as they are supposed to fly under the preferred alternative.

I think that the noise levels would be much higher because there would be more overpasses. The

1 predicted noise events exceeding the 65 DNL in the air
 2 burst C area is 3.4 a day. Three disrupted -- three and
 3 a half events a day exceeding the 65-decibel level.

4 I don't believe that that number is nearly
 5 high enough if Colorado airspace initiative preferred
 6 alternative is enacted because there would be many more
 7 overflights if there are five MTRs and the planes coming
 8 out of La Veta MOA all uses air burst C, dropping their
 9 ordinance at air burst range and then turning around in
 10 air burst and making up to four more over passes.

11 I think 3.4 is definitely a number that is
 12 hiding something. And if there is misinformation, it's
 13 not coming from the people that are responding to this
 14 DEIS. I think the misinformation is in the DEIS.

15 MARK PREBBLE: My name is Mark Prebble.
 16 I'm a citizen of Canon City. I do appreciate Custer
 17 County people telling us what's going on because
 18 truthfully around here nobody seems to know or care
 19 what's going on with this deal.

20 I'm not anti-military. I used to be an Air
 21 Force officer. I do enjoy the serenity and the scenery
 22 at the Wet Mountain area and I want to see that
 23 protected. I think this statement glosses over the
 24 economic impact that all these flights would have over
 25 that area, and I just wanted to go on record as being

RESPONSES TO COMMENTS

Response to Comment No. 1 Prebble

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

6

1 opposed to all these flights.

2 I come from Kansas. I go back there a lot.

3 There is a lot of space in eastern Colorado that I would
4 like to see these flights on as opposed to here. It may
5 be selfish, but I think there is a lot less impact out
6 there. Thank you.

7 BOB SENDERHAUF: Again, my name is Bob
8 Senderhauf of Custer County Action Service, Westcliffe,
9 Colorado. I'm sorry that the mayor has left. I wanted
10 to offer my apologies and didn't want the mayor and
11 people of this area thinking that we are trying to
12 change their thinking. We were down here trying to
13 inform people for seven and a half years -- seven years
14 that we have been working with this. We are concerned.

15 I also thought that this was a process of
16 freedom of speech and I stand here before you under that
17 process and I still feel as though it's the freedom of
18 speech. I'm also concerned about the economics -- the
19 economic studies that we have seen and that have come
20 across our table and that we have analyzed shows an
21 economic detriment to our county.

22 There is some real positive ones at \$240
23 million a year payroll federal government that goes into
24 the Aurora and created by the Buckley Air Force Base.
25 The economics are very strong in that area. I'm sure

Response to Comment No. 1 Senderhauf

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2 Senderhauf

The operation of the 140 WG out of Buckley Air National Guard Base in Aurora has an obvious economic impact for the immediate surrounding communities. In 1994, the payroll for the Colorado Air National Guard personnel stationed at Buckley exceeded \$34 million and local expenditures, primarily contracting and purchasing, were almost \$22 million. The State of Colorado collects property taxes from the men and women who work at Buckley and live in the community, and collects sales tax dollars from all purchases made within the State by ANG members. These revenue sources are a part of the general funds for the State which are distributed on a yearly basis by the General Assembly to every county in the State.

RESPONSES TO COMMENTS

1 that they welcome this. Just recently I read an article
2 in the Denver Business Journal of some new information
3 that came across our desk and it said that last year
4 approximately \$3 billion was fed into the radar
5 detection systems and gathering information centers of
6 the State of Colorado.

7 A very positive economic thrust for Denver,
8 the immediate area, and flowing within 50 to 75 miles of
9 Denver. It's no economic gain for the rest of us.

10 Again, I apologize to the mayor if we are out
11 of line. I would also say that if they are for this
12 particular action, then that's fine. We support that.
13 Then let's take air burst C and cut it off at the
14 Fremont/custer line. Thank you.

15 LYNN PREBBLE: My name is Lynn Prebble
16 and I'm a resident of Canon City, but I also feel like
17 I'm a resident of our mountains around here, too. I
18 really love our open space and wilderness areas and a
19 way of life which enhances our environment and doesn't
20 destroy it. I've introduced my children, ages 19, 17,
21 and 11 years old, to the wonders of the wilderness by
22 back country travel.

23 In the years I've hiked in the back country
24 the main disturbance that I've noticed have been by
25 aircraft and loud aircraft. I hope to eventually

Response to Comment No. 3 Senderhauf

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 1 Prebble

The concept of natural quiet as a resource has been added to the Final EIS. This new discussion may be found in Subsection 4.14.

1 introduce my grandchildren to a natural environment
 2 without manmade buildings and without manmade noise
 3 especially by aircraft, because it really affects the
 4 environment as far as back country where you usually
 5 don't have to deal with manmade things. Thanks.

6 PAT RICHMOND: Pat Richmond. I want to
 7 continue to speak about the citizens' working committee
 8 alternative. No place did the Air National Guard of the
 9 National Guard Bureau establish criteria that they would
 10 use to eliminate an alternative.

11 The National Environmental Protection Act
 12 requires careful consideration of all alternatives
 13 offered in addition to the no action and organize
 14 proposals. Now, the National Guard Bureau and the Air
 15 National Guard had already eliminated some of their own
 16 alternatives offered in their descriptions of proposed
 17 actions and alternatives.

18 And in lieu of the viable citizens' working
 19 committee alternative, which was submitted by both state
 20 and federal elected officials, this draft environmental
 21 impact statement refers instead to the impracticality of
 22 some simplistic alternatives such as no flights
 23 whatsoever or using simulators instead of clocking
 24 actual flight time.

25 The citizens working committee alternative is

RESPONSES TO COMMENTS

Response to Comment No. 1 Richmond

The use of other training areas was examined as part of the development of the alternatives studied in detail in the EIS in Subsection 2.3. The proposal was designed to minimize conflicts with potentially sensitive areas while providing the training resources necessary to meet military readiness requirements. Specific narrowing criteria for the selection of military training airspace (see Subsection 2.3.3 in Volume I) were used to evaluate other locations, and no alternative training areas were identified that could be substituted for the airspace configuration proposed in the alternatives studied in the EIS.

The primary user of the airspace included in the Colorado Airspace Initiative is the 140 WG based at Buckley Air National Guard Base in Aurora, Colorado. Because of limited resources and aeronautical constraints, virtually all of our nation's fighter units train in airspace that is within a "tank of gas" of the aircrews' base.

Response to Comment No. 2 Richmond

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 3 Richmond

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

RESPONSES TO COMMENTS

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workable and it offers the Colorado Air National Guard the needed training space as identified in their description of proposed actions and alternatives. The Colorado -- or the citizens working committee

alternative is a carefully considered compromise and it weighs military needs, civilian rights, and documented environmental concerns.

By law, it should be given nondiscriminatory consideration within the EIS process. Each component must be measured and weighed to the impact upon several factors that are identified as integral to the EIS process.

No one -- not Colorado Air National Guard or associated agencies or the governor's director of defense initiative has the right to prejudice a fair appraisal of this alternative.

We citizens are paying a scientific research agency to fulfill the spirit as well as the legal requirements of the National Environmental Protection Act and, we have the right to full analysis and full disclosure of all data and a careful analysis of all alternatives. Thank you.

DAVID GREEN: My name is David Green. I live over in Penrose. I have worked with the various groups since this has been started, and I would like the

Response to Comment No. 4 Richmond

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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1 people to come down here and anybody else that wants to
2 come down, it's a free country, they can come if they
3 want to and speak if they want to.

4 There's several things that hasn't been
5 touched on tonight and one of the pilots was talking
6 about it earlier -- private pilot. I'm not a private
7 pilot myself, but I do fly ultralights and I do
8 occasionally fly with another person.

9 I don't like to see the C section put in
10 because as far as I'm concerned it cuts a lot of
11 smaller, lighter aircraft that can't get up to that
12 altitude at all to go through Fremont Airport or
13 anyplace east of Pueblo.

14 And the thing I'm concerned about is the
15 livestock. They had done as they say they have done
16 different tests on livestock. Personally I raise stock,
17 I've raised steers, horses, cows, calves. I have a lot
18 of friends that are in the cattle business and they do
19 -- on older cows that are used to the noise it doesn't
20 bother the calves if they drop, but a lot of people I
21 know are stockers -- stock feeders, they bring in new
22 stock every year. Those cows are scared to hell -- to
23 death of these noisy jets.

24 You can spend a week or two staying with those
25 calves until they get calmed down and used to the

RESPONSES TO COMMENTS

Response to Comment No. 1 Green

Airburst C MOA enhances safety by notifying general aviation pilots and commercial air carriers of areas designated for military training. Pilots can traverse the Fremont and La Veta MOAs anytime without a specific clearance. Pilots operating on a visual flight rules flight plan can call the controlling Air Route Traffic Control Center to determine if the MOAs are being used.

Response to Comment No. 2 Green

It is possible that aircraft noise could startle domestic animals, especially young or penned animals, and cause them to injure themselves. However, animals adapt and habituate to various sound sources, including jet aircraft noise. Because the airspaces associated with the CAI are mostly existing airspace that have been utilized for over 25 years, this adaptation and habituation to jet aircraft noise has likely already occurred.

1 noise. Some of them lose them. Some of them don't.
2 And that's about all I've got to say. Thank you.

C E R T I F I C A T E

I, JAMI KOENIG, a Court Reporter, do hereby
certify that I reported by machine shorthand the hearing
proceedings contained herein, and that the foregoing 11
pages constitute a full, true and correct transcript.

Dated this 10th day of June, 1996.

Jami Koenig
JAMI KOENIG
Court Reporter

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**VERBAL COMMENTS FROM MEETING AT
WESTCLIFFE, COLORADO, MAY 16, 1996**

**DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC MEETING**

**May 16, 1996
Westcliffe, Colorado**

**Reported By
Jami Koenig, Court Reporter**

COLORADO AIR NATIONAL GUARD

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1 (The following is a video.)

2 Hello and welcome to this meeting about the
3 Draft Environmental Impact Statement for the Colorado
4 Airspace Initiative. I'm Luan Akin, a resident of
5 Colorado, with an interest in aviation and environmental
6 issues. The Colorado Air National Guard has asked me to
7 share with you important information to help you get the
8 most out of this meeting. I'll be spending the next few
9 minutes with you explaining three major points.

10 First, in response to the new Denver Airport
11 and important training changes the Guard has developed a
12 proposal to change its existing airspace needed for
13 realistic training. Second, the Air National Guard has
14 modified the original proposal into its preferred
15 alternative based on public comments and have now
16 completed a Draft Environmental Impact Statement.

17 Third, your involvement and comments on the
18 draft environmental impact statement are vital to the
19 Guard and is the purpose of this meeting. Your comments
20 and concerns are critically important for this process.
21 Before we take a look at the modified proposal, I'd like
22 to share with you some background material on airspace
23 issues.

24 There are three key components of airspace
25 used for training the Colorado Air National Guard

1 located at Buckley Air National Guard Base in Aurora.
2 These components are military training routes or MTRs,
3 restricted areas, and military operations areas or
4 MOAs.

5 A military training route is basically a long
6 low altitude corridor that serves as a flight path to a
7 particular destination. The corridor is usually 10
8 miles wide to 100 miles long and may range from 500 to
9 1,500 feet above ground level, or higher. A training
10 route is designed to provide realistic low altitude
11 training conditions for pilots.

12 A training route will often end in a
13 restricted area. A restricted area is typically used
14 for weapons training. The land within the restricted
15 area is owned by the military and may be used for
16 activities such as bombing practice. One example of
17 this activity in Colorado is the airburst range located
18 at Fort Carson near Penrose in South Central Colorado.
19 A restricted area typically covers five to ten miles on
20 the ground and extends from the surface up to 20,000
21 feet.

22 The airspace in restricted to ensure the
23 safety of non-participating civilian aircraft. The
24 third type of military airspace is called a military
25 operations area or MOA. A military operations area is a

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1 large expanse of airspace designed to accommodate a wide
2 variety of different flight activities.

3 Let me now return to the first of the three
4 messages that I shared with you at the beginning of this
5 presentation. In response to the new Denver Airport and
6 important training changes the Guard has developed a
7 proposal to change the existing airspace needed for
8 realistic training.

9 One of the key driving forces behind this
10 proposal begins at the new Denver Air National Airport.
11 The relocation of commercial air carrier ground
12 facilities has affected commercial flight paths over the
13 entire state of Colorado.

14 The adjustments were mandated by the Federal
15 Aviation Administration. As this illustration shows,
16 the new commercial flight paths cut through the training
17 area most used by the Colorado Air National Guard for
18 more than 20 years. The second driving force is the
19 need for different airspace that responds to important
20 training changes. The Colorado Air National Guard and
21 other military users need to operate more efficiently
22 than ever before. For example, budget cuts have
23 resulted in a reduction of flying hours and other
24 resources available.

25 The proposed modifications are designed to

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1 allow military users to the airspace to operate more
2 efficiently. By being more efficient, military users
3 can accomplish more training activity with a decreasing
4 number of available flying hours. The third driving
5 force is that the proposal will allow for realistic
6 training in response to new training activities. For
7 example, it will allow training to accommodate
8 sophisticated new weapons systems such as advanced
9 medium range air to air missiles. Let me now go back to
10 the second key message.

11 The Air National Guard has modified the
12 original proposal into its preferred alternative based
13 on public comments and have now completed a Draft
14 Environmental Impact Statement. Several points can be
15 made relating this key message. First, the
16 modifications are the result of extensive involvement by
17 the general public, government agencies and your
18 neighbors, who formed a citizens airspace working group
19 to represent your interests.

20 After several months of review, the Citizens
21 Airspace Working Group established by elected officials
22 made recommendations to the Air National Guard and to
23 Governor Roy Romer, Congressman Wayne Allard, and
24 Congressman Scott McInnis. These recommendations were
25 received by the Air National Guard and considered along

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1 with other analyses conducted for the Environmental
2 Impact Statement.

3 Now, let's look at the proposal as it relates
4 to military operations areas. The modified proposal
5 applies to several blocks of airspace throughout
6 Colorado. I would like to describe each one in turn,
7 taking you around the state in a clockwise pattern.

8 First, the Kit Carson military operations airspace is
9 the most critically affected by the new Denver
10 International Airport's commercial carrier flight
11 paths. The proposal calls for the renaming of the Kit
12 Carson airspace to the "Cheyenne Military Operations
13 Area." The proposal also calls for a shrinkage of the
14 airspace by eliminating ten miles from its western
15 boundary.

16 It also raises the existing floor from 100
17 feet above ground level to 300 feet and divides the
18 existing airspace into high and low sections. The use
19 of Cheyenne will be coordinated with the Federal
20 Aviation Administration. Moving clockwise in the
21 southeastern parts of the state, the proposal calls for
22 the establishment of Two Buttes military operations
23 area. This airspace would be divided into low and high
24 sections. The airspace would go from 300 feet above
25 ground level to 18,000 feet. The low section would only

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1 be used for 12 days per year. The next airspace being
2 considered is the exists Pin-Yin Canyon military
3 operations area.

4 The proposed modification of Pin-Yin Canyon
5 military operations area was prompted by a Federal
6 Aviation Administration review. The proposal involves
7 moving to eastern boundary of Pin-Yin Canyon military
8 operations area approximately one mile to obtain
9 clearance for a commercial airway. According to the
10 Federal Aviation Administration review this change is
11 necessary both for safety and efficiency. Now, we'll
12 move clockwise to south central Colorado and the Wet
13 Mountains.

14 The modifications for La Veta military
15 operations area were eliminated under the preferred
16 alternative. Leaving the airspace in it's current
17 configuration as recommended by the citizens Airspace
18 Working Group and Governor Romer, and endorsed by the
19 Air Guard. Now we'll move north to airspace associated
20 with the airburst range in South Central Colorado. The
21 proposed airburst military operation area near Penrose
22 involves the following.

23 First, the proposal calls for reduction of the
24 size of the existing Fremont military operations area by
25 cutting off its southwestern corner. This will remove

1 Guard airspace from over Canon city and Penrose.
 2 Second, the proposal calls for combining if existing
 3 Fremont military operations area and the last segment of
 4 existing military training route referred to on the map
 5 as instrument route 409. Third, the proposal calls for
 6 the renaming of the combined airspaces to the Airburst
 7 Military Operations Area.

8 The new airspace will be divided into three
 9 sections. Section A would extend vertically from 1,500
 10 feet above ground level to 18,000 feet. Section B would
 11 extend vertically from 300 feet above ground level to
 12 18,000 feet. Section C would extend vertically from 500
 13 feet above ground level to 18,500 feet. Under the
 14 proposal, the first route to be considered is instrument
 15 route 409. The minimum altitude of the last two legs of
 16 this training route, and all other training routes into
 17 the airburst range, would be raised to 500 feet above
 18 ground level. This route will continue to be used in
 19 conjunction with airburst range by other military
 20 units. The last leg of the training route would serve
 21 two functions. First, it would serve as a military
 22 operations area. Second, it would continue to serve as
 23 a training route.

24 The next training route to be considered is
 25 the training route 415. The altitude floor would be

1 raised from 100 to 300 feet above ground level. The
 2 next route to be considered is visual route 413. The
 3 proposal calls for the width of this route to be
 4 narrowed in several areas. The training route's
 5 altitude floor would be raised from 100 feet to 500 feet
 6 above ground level. The ceiling of the route would be
 7 raised to a maximum of 3,000 feet. The purpose of
 8 raising the ceiling is to avoid wilderness areas. In
 9 addition, this route is being moved slightly to the
 10 southwest to avoid Mount Blanca, which is part of the
 11 federally established wilderness area.

12 The next training route to be considered is
 13 visual route 412. The proposal called for the total
 14 elimination of this route. The floor of the existing
 15 training route is 100 feet above ground level. The next
 16 training route to be considered is the establishment of
 17 visual route 1427. The proposal calls for the route to
 18 link Cheyenne, Two Buttes, Pin-Yin Canyon, and Airburst
 19 Military Operations area except for the last two legs,
 20 the altitude floor of this route would be 300 feet above
 21 ground level.

22 The next training route to be considered is
 23 instrument route 414. The proposal calls for the
 24 elimination of the maneuver area from the route.

25 The proposal would also establish a new route,

1 as instrument route 424. This route would allow
2 aircraft to fly in the reverse direction along the same
3 path as existing instrument route 414 and 409.

4 The final training routes to be considered are
5 routes 416 and 426. The same principal for allowing
6 reverse travel along an existing training route applies
7 to the portion of route 416 that is being eliminated.
8 Route 426 would provide for reverse direction travel
9 along the same path as the former segments of it route
10 416.

11 The same principal for allowing reverse travel
12 along an existing training route applies to instrument
13 route 416. Route 426 would provide for reverse
14 direction travel along the same path as instrument route
15 416. Now that I've described for you modifications of
16 the original proposal based on public comments, let's
17 take a look at the draft environmental analysis. The
18 main environmental issue raised during the first public
19 comment period for both training routes and operation
20 areas was noise and its potential effects on wildlife
21 and humans.

22 The Air National Guard's environmental
23 protection specialists performed extensive sound
24 monitoring tests throughout the affected areas. They
25 used state-of-the-art computer modeling and methods that

1 are nationally and scientifically accepted within the
2 environmental industry.

3 Sound monitoring was witnessed by
4 representatives of the citizens airspace working group
5 and other private citizens. One of the citizens working
6 group members, John Kenney, described to a Pueblo-based
7 television reporter how he felt about the monitoring
8 process conducted during the summer of 19494. "I think
9 this is very good. I appreciate being able to observe
10 this, and I think -- I think everyone's making a sincere
11 effort to see that we can have a situation where the
12 military has what they need for training and that the
13 people are considered and that our lives are not
14 disrupted to any great extent."

15 The Air National Guard also sponsored
16 monitoring and tests of overflights and aircraft noise
17 on the largest bison herd in Colorado. This herd is
18 located in the San Luis Valley. A peregrine falcon
19 study was conducted jointly by the U.S. Fish and
20 Wildlife Service and the Colorado Division of Wildlife.
21 When all the tests were completed, all data and analyses
22 were turned over to acoustic experts. The acoustic
23 experts factored in scientific data about population
24 distributions, land use within the affected area, sleep
25 and hearing disturbance studies, wildlife studies and

1 other research to determine potential noise impacts.

2 Another key area identified in the public
3 comment period was socioeconomic impacts. An extensive
4 review of local and state records was performed and is
5 presented in the Draft Environmental Impact Statement.

6 This review included data from areas that have been
7 experiencing low level military flights for at least 20
8 years. Examining past flight activity and economic
9 records for these areas provides an excellent indication
10 of the potential socioeconomic impacts on property
11 values and tourism revenues. Many other areas are
12 addressed in the draft environmental analysis, such as
13 safety, outdoor recreational opportunities and
14 solitude.

15 The third key message that I wanted to share
16 with you in this presentation is that your involvement
17 and comments on the Draft Environmental Impact Statement
18 are vital to the Guard and is the main purpose of this
19 meeting. I encourage you to please take as much time as
20 you need to gain more information from the environmental
21 protection professionals and other experts at this
22 meeting. Your neighbors will also be available to
23 discuss there views and comments on the environmental
24 analysis.

25 As you go through the meeting keep in mind

1 that the environmental analysis process and this formal
 2 public comment forum are required by the National
 3 Environmental Policy Act, which is commonly referred to
 4 as NEPA. NEPA says that all federal agencies must study
 5 the potential effect of proposed agent activities on the
 6 human and natural environment. As part of the study
 7 process, formal meetings such as this are required to
 8 give the public an opportunity to comment on there
 9 environmental concerns. Here is what you will find at
 10 this meeting.

11 Once again, I want to encourage you to
 12 participate at this meeting and provide your comments
 13 and concerns in writing or orally. Thank you for your
 14 time and attendance. Enjoy the meeting.
 15 (The following are oral public comments.)

16 RICHARD KERR: My name is Richard Kerr.
 17 I started my career as a game warden in Canon City,
 18 Colorado, went to work for Bureau of Land Management as
 19 a resource manager and a wildlife biologist. I was
 20 assistant professor of wildlife and fishery science at
 21 the New Mexico State University, and I'm retired now.

22 I came to the scoping meeting held some time
 23 ago. I asked that the environmental impact statement
 24 contain analysis of the effects on elk, deer, pronghorns
 25 and bighorn sheep. Particularly for critical feeding

RESPONSES TO COMMENTS

Response to Comment No. 1 Kerr

Studies conducted on wildlife have shown that numerous wildlife species have the ability to adapt to the presence of man and various man-made sound sources, including jet aircraft noise. While the noise generated from low-altitude military overflights may be initially startling, habituation to jet aircraft noise occurs with most wildlife species. Species-specific responses to low-altitude overflights vary considerably, and responses from individual animals may have the potential to cause injury. However, wildlife populations are usually affected only when a variety of factors work in combination to impact them, including declines or fluctuations in the availability of a food source, habitat destruction or alteration, predation, hunting, trapping, poaching, disease, or inclement weather, rather than noise alone. Normally, it would be unrealistic to predict or attribute any wildlife population declines to a single stressor, such as noise. In addition, no published scientific evidence was identified that indicated harm may occur to wildlife as a result of exposure to the levels of noise generated by military aircraft that would utilize the airspace associated with the Colorado Airspace Initiative.

RESPONSES TO COMMENTS

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1 areas, for calving areas, lambing areas, fawning areas
2 and migration routes. I find no analysis of any of
3 these in the draft environmental impact statement. I
4 believe I also put forth the importance of some of the
5 raptors we have in the county, and I may have missed it,
6 but I found no analysis of the effects on raptors. No
7 analysis of these particular areas or for these various
8 big game herds in relation to overflights or the
9 importance of these herds in an economic analysis, I
10 found none of that.

11 There was an effort to fly airplanes over the
12 top of bison herds and you saw some of that. Bison are
13 in a different family from elk, deer, pronghorn,
14 antelope or bighorn sheep, and the results of the bison
15 tests can't be translated over to those other animals.
16 If you read the environmental impact statement on page
17 J18, the biologist or whoever did this put a note in
18 there that said information on heart and metabolic rate
19 data were not gathered at the request of the herd
20 manager; therefore, the conclusions can be drawn on any
21 potential physiological effects that American bison
22 experience in relation to low altitudes of F-16 aircraft
23 overflights.

24 It's the physiology that determines if the cow
25 is impregnated. It's the physiology that determines if

Response to Comment No. 2 Kerr

The "Bison Study" presented in Appendix J was intended simply to observe the reactions of the bison to low-altitude F-16 overflights and to determine if a herd stampede was likely to occur. This observational study was accomplished at the request of certain members of the Citizen's Working Group. Members of this Working Group were invited to participate in the observations. In addition, several media representatives were present to observe the overflights. The observational study was never intended to evaluate other behavioral or physiological reactions of bison to aircraft overflights. The EIS authors relied on other existing published studies based on more detailed scientific methodologies to provide information on various other behavioral or physiological reactions of animals to aircraft noise.

1 the fawn is reabsorbed -- the fetus is reabsorbed. It's
 2 the physiology that determines if the animal dies.
 3 These people looked out there and took pictures of
 4 animals. In some cases they did startle. In some cases
 5 they ran, but they looked out there and looked at
 6 behavior that was outward, they didn't take any
 7 heartbeat measurements, they didn't take any adrenaline
 8 measurements, or lactic acid. They said the herd
 9 manager didn't want them to do heartbeat measurements.
 10 Why couldn't they have purchased three buffalo or bison
 11 and done that?

12 One of the most common stances or positions of
 13 a big game animal just before it dies is standing very
 14 quietly not doing anything. So how can you infer
 15 because the animal was standing there very quietly not
 16 doing anything that there was no effect? There was no
 17 literature review done. There are a lot of studies done
 18 on big game and noise, and I didn't find any literature
 19 review there. That would be the first place a scientist
 20 would start to review literature even before they design
 21 a study plan. That was not done.

22 A lot of animals, including elk, big horn
 23 sheep, as I said, appear to be healthy just before they
 24 die. In the Two Forks Dam up near Denver I worked at
 25 that environmental analysis and every time they went in

RESPONSES TO COMMENTS

Response to Comment No. 3 Kerr

Studies conducted on wildlife have shown that numerous wildlife species have the ability to adapt to the presence of man and various man-made sound sources, including jet aircraft noise. While the noise generated from low-altitude military overflights may be initially startling, habituation to jet aircraft noise occurs with most wildlife species. Species-specific responses to low-altitude overflights vary considerably, and responses from individual animals may have the potential to cause injury. However, wildlife populations are usually affected only when a variety of factors work in combination to impact them, including declines or fluctuations in the availability of a food source, habitat destruction or alteration, predation, hunting, trapping, poaching, disease, or inclement weather, rather than noise alone. Normally, it would be unrealistic to predict or attribute any wildlife population declines to a single stressor, such as noise. In addition, no published scientific evidence was identified that indicated harm may occur to wildlife as a result of exposure to the levels of noise generated by military aircraft that would utilize the airspace associated with the Colorado Airspace Initiative.

Response to Comment No. 4 Kerr

An extensive literature search and a phone survey of bison ranch owners and selected wildlife biologists was conducted prior to the commencement of the behavioral observations.

Response to Comment No. 5 Kerr

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

Response to Comment No. 6 Kerr

The research completed to support the preparation of the CAI EIS follows the use of various accepted scientific methodologies used to analyze pertinent potential impacts. These analyses have been prepared by qualified scientists and engineers who perform these services for a variety of customers, including the ANG.

6

15

1 there to build or repair a dam we lost a part of that
2 herd, from a third to a half of the bighorn sheep herd
3 and they were preparing to do that, again, which they
4 did, and we lost the sheep again even though they were
5 standing quietly, appearing to be very healthy, they
6 died.

7 I don't think that the analysis done for
8 wildlife in the document is consistent with the
9 requirements of the National Environmental Policy Act of
10 1969, and should be redone.

11 ROBERT SCOTT: I'm Robert Scott. I'm a
12 property owner as well as a private citizen here in
13 Custer County. I work on these types of document and
14 have been working on environmental statements for the
15 last 20 years. Have also prepared or reviewed, written,
16 conducted and everything you can imagine to the
17 environmental impact statement, I've done over a hundred
18 of these documents.

19 In reviewing the document I have some good
20 news and bad news. The good news is that the document
21 is finally out. The bad news is the following: I'm
22 going to summarize several areas that I found that I
23 think were pretty critical of the document and then make
24 summary comments in conclusion.

25 First of all, the purpose, indeed, as I stated

1 in the scoping period several years ago did not clearly
 2 identify where this project was needed, they simply said
 3 that DIA extended their air space. The Cheyenne or the
 4 Kit Carson MOA was significantly downsized, but it
 5 didn't justify the additional needs and enlargements in
 6 expansion in the space that is now being asked for.

7 In the scoping issues it's very difficult to
 8 understand how my issues, which I had about 25 issues
 9 during that scoping period, ever got tracked in the
 10 document or were actually identified or responded to in
 11 the document. As a result, there are -- in page 116 of
 12 the document there is a scoping summary and it's six
 13 bullets. I don't think that's quite what I heard that
 14 night in Custer County or probably the other nights that
 15 I did not attend the meetings where other people spoke.

16 The response I've received tonight as to why
 17 there was not a scoping document that would attract our
 18 issues that you could follow into this document were the
 19 following: It's not required by NEPA and they wanted to
 20 cut costs. That was the response I received. And after
 21 spending a million and a half dollars on this document,
 22 I kind of have a hard time believing that and also have
 23 a hard time saying this is not required by NEPA after I
 24 have been told this is the most extensive EIS that had
 25 ever been produced by the Air Force.

RESPONSES TO COMMENTS

Response to Comment No. 1 Scott

The Colorado Airspace Initiative is not an expansion of airspace, but rather a modification. In many cases, this modification actually results in a reduction of airspace and/or number of sorties flown. The need for the Colorado Airspace Initiative is presented in Subsection 1.3 of the EIS.

Response to Comment No. 2 Scott

All comments received during the scoping process associated with this EIS were considered in the preparation of the document. Such comments, as they relate to the proposal, have helped to improve the EIS process and have become a part of the administrative record for the proposal.

1 I really just simply question, and I actually
 2 talked to my mother about this and my mother isn't real
 3 sensitive to these issues or anything else, but she was
 4 looking at a map and she was asking me, how does an
 5 airplane fly in a rectangular geometric form? And to
 6 me, I don't understand it either. I don't know how you
 7 set up these types of patterns and you have an airplane
 8 fly within those patterns. I don't think they do. I
 9 think there is documentation out there that they do miss
 10 their chosen spaces and they do not fly within these
 11 designated zones.

12 With regard to issues in the document itself,
 13 of course, noise is one of the longer issues, they
 14 diluted their analysis by averaging out noises through a
 15 24 hour period, in reality that is a 15-hour period.
 16 Because if you look at your footnotes they do not fly
 17 during certain nighttime periods. The scoping issues
 18 dealt with spikes of noise, loud noise. Not that it
 19 would last for any long duration, but it's a startling
 20 noise. There isn't anything that talks about that that
 21 convinces me that they did a complete analysis of that.

22 The other point I would like to make is there
 23 is not a conclusive piece of information in the document
 24 that talks about additive noise for more than one
 25 aircraft. There's some inconsistencies in the land use

RESPONSES TO COMMENTS

Response to Comment No. 3 Scott

The ANG takes the public's concerns about pilot accountability very seriously. Any misconduct by a military pilot is a serious matter. If a member of the public is experiencing any problems with the military's operations in any of the airspace in an area that affects a person directly, the public affairs officer at the nearest military installation should be contacted immediately, or call (800) 582-8507.

The Federal Aviation Administration and each military service have very strict rules to ensure pilots stay within defined training airspace. The rules govern minimum altitudes, maximum speed, and type maneuvers that can be performed inside and outside designated training airspace. Military commanders have the authority to suspend pilots who willfully violate flight rules, such as flying outside designated training airspace. The military closely manages the airspace they use to ensure they do not exceed planned parameters.

Response to Comment No. 4 Scott

Ldn is defined on the basis of a 24 hour day. As such, it provides a consistent comparison of cumulative impact. Changing the time period on a case-by-case basis would not be appropriate.

Noise analysis is based on Ldnmr, which includes penalties of up to 11 dB to account for the rapid onset of military aircraft noise.

Noise models used in the analysis account for the cumulative effect of all aircraft. Noise from multiple aircraft is added.

Response to Comment No. 5 Scott

All analyses of impacts are based on cumulative totals of sorties from military aircraft, both associated with and not associated with the Colorado Airspace Initiative. These numbers are presented in Appendix N.

1 part of the document also and La Veta MOA, for example,
 2 they say they give more attention to feedlots than they
 3 do to ranchers and residents. They map where all the
 4 people are, but they don't map any residents out there.
 5 I don't think they mapped any residents in the document
 6 at all. As a matter of fact, I don't know that they
 7 knew where the feedlots were. On page 344 they
 8 described where there is the feedlots and on page 350
 9 there is another contradictory statement on those
 10 feedlots.

11 The mission, both complex, was acknowledged as
 12 being there, but there didn't seem to be any effect or
 13 any kind of conclusion as to what the resource meant to
 14 this valley or to the county. The issue of wilderness
 15 areas seem to be glanced at and simply reacted to saying
 16 they will raise their saline levels.

17 The process -- I'll jump right into the
 18 process very quickly. The biggest issue I have with
 19 this process is that, A, you have the Air Force hiring a
 20 contractor to write a document to say what the Air Force
 21 wants it to say, although there is some objectivity that
 22 is stated in this document. The Air Force has finally
 23 reviewed, they take it to Andrews Air Force Base, they
 24 treat the document the way they want to have it read
 25 before it's published. I know because I'm a contractor

RESPONSES TO COMMENTS

Response to Comment No. 6 Scott

There is no contradiction. Subsection 3.4.2.1 refers to feedlots within the region of influence and Subsection 3.4.6.3 refers to feedlots surrounding the region of influence.

Response to Comment No. 7 Scott

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

19

1 and I have done this. By the way, I don't do any more
2 Air Force work.

3 I have one last comment and that is that I
4 feel like the scoping process has been misused,
5 misapplied. I think the cover letters that we have had
6 that's explained their scoping process saying this is a
7 win-win process. I really have trouble knowing what
8 that definition means to me, and that's it.

9 MERLE STRICKLAND: My name is Merle

10 Strickland. I'm mayor of the City of Florence. I'm
11 also a member of the Fremont County Advisory Board. I
12 didn't come here tonight to speak to you on the fact
13 that we have had very successful negotiations with the
14 Air National Guard, I came to speak to you as a property
15 owner in Custer County. I would like you to know last
16 night we had many comments about the diminished property
17 value with the Air Guard flying over.

18 I brought with me documents where I purchased
19 property in Wetmore, 467 County Road 395, it's on an
20 auction. I purchased it. I gave a total of \$13,707.19
21 for it. I would like you to know that I sold that
22 property in December of '95 for \$90,000. It's a record
23 in your courthouse. I think it's important for you
24 folks to know that this does not diminish your property
25 value.

Response to Comment No. 1 Strickland

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

- 1

RESPONSES TO COMMENTS

20

The Air Force flew right over my property.
Sure it was noisy, but it wasn't unbearable. If we want
our country to be protected we all have to share in
their training. It's vitally important that this nation
be protected and that these people are allowed to do
their jobs and let's not be selfish about this. Thank
you.

JIMMIE LLOYD: My name is Jimmie Lloyd.
I'm a counsel member in Florence, Colorado. I've lived
here in Colorado since 1983. I'm not a paid lobbyist of
anybody and I don't endorse any particular position,
except I will say that I'm here tonight because you sent
an entourage of people from Custer County to Fremont
County to voice your concerns over this air space
initiative. And I think it's only fair that we explain
to you or I explain to you some of our concerns in
Fremont County.

One of the things that got me involved in this
program was concern over the MOAs and the low altitude
routes that's encircled Fremont County Airport and the
city of Canon City, and fed into an area that we call a
corridor between Fremont County Airport and Pueblo. I
also want to tell you that I'm a retired Air Force
pilot. I also want to tell you that I live here in
Colorado because I enjoy all of the serenity and the

Response to Comment No. 1 Lloyd

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 beauty and the scenery we have here.

2 I'm a big game hunter. I hunt every big game
3 that we have in Colorado at every season I can and I
4 move around all over the state. In the past number of
5 years that I have lived here, I've watched a herd of
6 prong horn and cattle along U.S. 50 between Canon City
7 and Pueblo, and they seem to prosper very well in spite
8 of the very noisy F-111s that are flying around that
9 area and doing their bombing and straving there. The
10 F-16 doesn't make near as much noise as that F-111 used
11 to.

12 We have a bunch of Big Horn sheep along State
13 Highway 115 between Florence and Canon City that also
14 prospers very well in spite all these overflights. Many
15 deer are in a field just north of my house where I live
16 in Florence, and that is south of the Fremont County
17 Airport, where we also get many overflights. My
18 understanding that the series of air space reservation
19 has been in existence here for well over 20 years.

20 I was involved in this process because people
21 were concerned about the possible impact on Fremont
22 County Airport. We negotiated with the Guard for
23 reduction of the MOA that was almost completely
24 encircling the Fremont County Airport and overflown
25 Canon City where we own the bowling center there and

1 continued

1 other commercial property. They were very cooperative
2 and reduced the size of that at our suggestion.

3 We were also surprised to observe other
4 cooperative attitudes on the part of the Air National
5 Guard concerning the corridor between Fremont County
6 Airport and Pueblo. They raised the floor on that.
7 They created at the suggestion of the FAA a MOA where
8 previously there was a little gray line that would allow
9 transient pilots to possibly not be warned that there
10 was, in fact, high density military aircraft operating
11 in the area. The net result of this and the very
12 careful analysis of this environmental impact statement,
13 in my opinion, leads me to believe that everything about
14 this new initiative that they have recommended is a
15 distinctive improvement in every way.

16 There are less sorties. The floor of the low
17 levels have been raised significantly. They have been
18 moved away from the wilderness area and we have had
19 reduction of the MOAs over our populated areas. I'm
20 very much in favor of this initiative and this impact
21 statement, and I want you to know that Fremont County
22 has had very satisfactory results from the Air National
23 Guard. Thank you.

24 ROGER MACDONALD: My name is Roger
25 MacDonald. I'm chairman of the Custer County Airport

- 1 continued

RESPONSES TO COMMENTS

23

1 Authority. For the past several years we, on the
2 authority, have volunteered all of our time to build a
3 viable airport. There was a 5,000-foot dirt strip to a
4 7,000 foot paved runway with a football-size tiedown
5 ramp, and this comes next Tuesday.

6 The people will be up here and they will be
7 paving a taxiway to our future hangar space. We have
8 leased quite a few spots for people to build hangars.
9 In fact, we have leased all of our spots. With this
10 proposed air space, as the military wants to do, I
11 foresee the end of our labor in the coming of this
12 addition it goes through.

13 Not many pilots will want to enter this valley
14 to visit our airport and the community on these fighter
15 planes zooming around playing tag with one another right
16 over our heads. One of our speakers says there is going
17 to be less aircraft, you better read the proposal and
18 find that there will be more aircraft, at least to the
19 proposal I first received, about every aircraft in the
20 inventory. And they said inventory, which means other
21 states, possibly Canada. Is this going to mean that if
22 I want to take a leisurely flight some morning that I --
23 what am I going to do? Do I have to call a flight
24 service and determine that is well if the MOA is hot?
25 Forget it. Go home. Don't bother to fly.

Response to Comment No. 1 MacDonald

The CAI was initiated several years ago with an Original Proposal that did include some low-altitude flights in the areas identified. However, the ANG identified a new Preferred Alternative in the Draft EIS. This Preferred Alternative was the culmination of efforts by Governor Roy Romer, members of the Colorado Congressional delegation, a Citizens' Working Group, and the ANG to reach a viable alternative which addressed the concerns of the citizens of Colorado.

This Preferred Alternative does not include new or lower flights in the vicinity of the Wet Mountain Valley or the Sangre de Cristo eastern slope. In fact, La Veta MOA will remain as currently charted (minimum altitude 13,000 ft. MSL) but with fewer flights. A military training route, VR-412, which is currently charted through the Wet Mountain Valley, will be totally eliminated. Rather than increasing the training activities in the area, training would be reduced. Low-altitude flights in the Wet Mountain Valley, using either MOAs or MTRs, would be completely eliminated by this proposal.

1 I have had several instructor pilots that plan
2 to bring -- and some of them are already doing it --
3 they are students for high-altitude airport training
4 which the landings and the takeoffs which is quite
5 different from low altitudes, and they have already told
6 me that they will go elsewhere. We have lease land for
7 these hangars and some of those lessees are having
8 second thoughts. Only today, this very day, one of the
9 lessees told me that he is seriously thinking of seeing
10 if he can sell his lease, that he doesn't think he wants
11 to build an air hangar because of this mission. I
12 probably eventually will end up selling my airplane too
13 because there is no reason to have a plane if you have
14 to stick them in the hangar. I'm not going to go up in
15 the air and argue with these F-14 pilots. I'll lose.

16 The future of our airport in bringing revenue
17 into the county is really looking bleak if this all goes
18 through. I have said this before, I'll say it again,
19 and I'll keep on saying it. We are told and told what
20 nice guys these pilots are, and they are all nice guys,
21 but every once in a while they get a feather in them and
22 they want to do something different and it happened to
23 me.

24 I told it before and I'm sure they are sick
25 and tired of hearing it, but I'm going to keep saying

1 it. I took off one day and was flying north up the
2 valley at 9,000 feet. Two National Guard aircraft
3 fighters were coming down the valley over to the west
4 near the Sangre de Cristos. It's obvious they saw me
5 because one of them suddenly broke off and headed right
6 at me. They were about 9,000 feet too. I'm going about
7 100 mile an hour.

8 I probably wouldn't have noticed him except
9 the sun glinting off his windscreen caught my attention
10 and before I could even think, he was right there. He
11 had no intent of hitting me, he just wanted to have a
12 little fun with me. And he went over the top of me but
13 it was close enough that I could hear the roar of his
14 engine over my noisy engine as he roared by. And these
15 things will happen once in awhile with an overanxious
16 pilot. But at his speed, one little second or two of
17 misjudgment and we both would have been a pile of smoke
18 circling down at the ground. And I predict and I can
19 tell you that it will happen again. It's always this
20 renegade once in awhile gets this itch and just can't
21 resist making a low pass, zooming somebody. Buzzing
22 somebody.

23 I finish by saying that one day I was working
24 at the hangar all by myself and another pilot came over,
25 I thought he was going to take the windsock off of my

RESPONSES TO COMMENTS

Response to Comment No. 2 MacDonald

The ANG takes the public's concerns about pilot accountability very seriously. Any misconduct by a military pilot is a serious matter. If a member of the public is experiencing any problems with the military's operations in any of the airspace in an area that affects a person directly, the public affairs officer at the nearest military installation should be contacted immediately, or call (800) 582-8507.

The Federal Aviation Administration and each military service have very strict rules to ensure pilots stay within defined training airspace. The rules govern minimum altitudes, maximum speed, and type maneuvers that can be performed inside and outside designated training airspace. Military commanders have the authority to suspend pilots who willfully violate flight rules, such as flying outside designated training airspace. The military closely manages the airspace they use to ensure they do not exceed planned parameters.

RESPONSES TO COMMENTS

Response to Comment No. 1 Fischer

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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1 hangar, but he didn't. So I close by saying that if
2 this goes through, we can kiss our little airport
3 goodbye. Thank you.

4 WILLIAM FISCHER: I'm a 34 year resident
5 of the valley, geologist by profession. If the intent
6 of the report was to impress the reader with the sheer
7 volume of material, then it was an unequivocal success.
8 However, if the intent was to respond to the many
9 expressed concerns of the citizenry, then I would be
10 clear that it's a total failure.

11 The quality of research can often be judged by
12 the qualification of the workers, their ability to
13 clearly express what it is that they have done, and how
14 the results are interpreted, and finally the fairness of
15 the search or pertinent research material. Let me
16 comment on the later.

17 Volume 2, appendices lists 613 bibliographic
18 references over one half of which seem to have little or
19 no relationship to the study and include such oddities
20 as -- and I'm quoting now -- Morrison Jay, undated,
21 Powwows of the Proud. Monstore Publishing Company, 1993
22 State Yellow Book volume 5, number 2. We don't even
23 know what state this is. Colorado Governor's office,
24 undated, Need Help, Denver, Colorado. University Press
25 of Kansas, 1993, catalog, Florence, Kansas. And finally

RESPONSES TO COMMENTS

1 an entry for Webster, Noah, 1972, Webster's New
 2 Universal Unabridged Dictionary, Deluxe Second Edition,
 3 Dorsett & Vapor, Cleveland, Ohio. I wish they would
 4 have used that dictionary because in section 3 they
 5 don't know the difference between the verb affect and
 6 the noun effect.

7 Volume 1 is more conservative and includes a
 8 mere 158 references. They include more substantial
 9 studies, but at the same time tantalize the reader by
 10 constant reference to letters of personal conferences
 11 with various individuals, and then one cannot follow up
 12 on these in the text. For example, Anderson 1994 A,
 13 Anderson, James, the Colorado College, 1994. Letter
 14 from Brian Hoppy, Science and Engineering Association,
 15 September 9, 1994. This certainly has been reproduced
 16 in the appendices and the reader is left wondering just
 17 what impact did the flights have on the peregrine
 18 falcon. I phoned Dr. Anderson and he can't remember
 19 writing a letter to Mr. Hoppy and offered to search his
 20 file.

21 In volume 1, 3107 and 3126, it states that the
 22 ROI crosses Forest National Mountain. No reference to
 23 Forest in the section 8 index, and then proceeds to
 24 erroneously state the fossil species that lived 500,000
 25 years ago. For the record, fossil birds are unique in

Response to Comment No. 2 Fischer

Comment noted. Text changed in Subsections 3.8.2.3 and 3.9.2.3 for
 reference to age of fossils in Florissant Fossil Beds National Monument.

1 the world, in the National Monument is established by an
 2 act of Congress to preserve this irreplaceable record of
 3 species that lived 35 million years ago.

4 In volume 1, section 3 many pages are devoted
 5 to environmental effects on both water resources and
 6 earth resources, and always concludes there will be no
 7 adverse effects by the overflights. If so, why devote
 8 time and space to this sort of information? If needed,
 9 then it should be more than superficial and it should be
 10 correct. For example, 3.2.11 states that the pear shale
 11 is a primary aquifer. Shales are notorious as
 12 aquacludes because of their almost zero permeability and
 13 the pear is no exception.

14 Because of population pressures people are
 15 turning to wilderness areas in search of peace and
 16 quiet. Low-level overflights proposed for Great Sand
 17 Dunes National Monument and Fossil National Monument,
 18 Miller State Park and the Sangre de Cristo wilderness
 19 area all are destructive for the purpose for which they
 20 were set aside. This study fails to address the startle
 21 factor created by the noise of jet engines.

22 In the past I have had National Guard planes
 23 almost take the chimney off my home -- and on one
 24 occasion --- usually a chainsaw that -- one passed
 25 overhead so close, I could have had a fatal accident.

RESPONSES TO COMMENTS

Response to Comment No. 3 Fischer

The EIS is organized so that each environmental resource area, such as earth resources or water resources, is analyzed for each of the individual airspace components included in each of the alternatives addressed in the EIS. The purpose of Section 3 is to describe the potentially affected environment associated with each airspace and present baseline conditions for the study area. This information is then used to assess potential impacts, which are presented in Section 4 of the EIS. No conclusions regarding adverse impacts are presented in Section 3.

Pierre Shale is the correct name for the aquifer located in the ROI.

Response to Comment No. 4 Fischer

The ANG adheres to its "Policy on Air National Guard Overflights of Designated Wilderness and Wild and Scenic Rivers," as presented in Appendix L. This policy is intended to protect specifically identified areas, such as the Sangre de Cristo and Greenhorn Mountain Wilderness Areas, by limiting training operations to no lower than 2,000 feet above ground level whenever possible unless safety of the flight or operational parameters (e.g., weather conditions) may be compromised.

There will be no overflights of Great Sand Dunes National Monument.

Response to Comment No. 5 Fischer

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

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1 As a taxpayer, I'm not at all satisfied with the quality
2 of the EIS report, and hope that in the final revision
3 you respond to at least some of the questions I have
4 raised. Thank you.

5 DICK DOWNEY: My name is Dick Downey. I
6 live in Custer County, north of Silvercliffe. I wanted
7 to address the noise problems, but before I do that, I
8 wanted to kind of respond to something I heard a couple
9 of speakers back when they were talking about the
10 cooperation for Fremont County Airport. I'm also a
11 member of the Custer County Airport Board of Authority.
12 I'm a flight inspector, a commercial pilot. I teach a
13 mountain flying course and just recently I was flying or
14 making an approach into the Fremont County Airport where
15 they had all this cooperation and the problem with the
16 military.

17 I was on runway 11, I was descending at 500
18 feet above ground level, there were two C-130s that flew
19 over the airport. They were below me and in front of
20 me. They did have the courtesy to turn the radios to
21 122.8 frequency and so I talked to them. They headed on
22 down toward Florence and flew right over Florence and
23 then over to Coalfield and I asked them, I said, how
24 high are you? What is your altitude? And they said, we
25 are about 400 AGL.

Response to Comment No. 1 Downey

The ANG takes the public's concerns about pilot accountability very seriously. Any misconduct by a military pilot is a serious matter. If a member of the public is experiencing any problems with the military's operations in any of the airspace in an area that affects a person directly, the public affairs officer at the nearest military installation should be contacted immediately, or call (800) 582-8507.

The Federal Aviation Administration and each military service have very strict rules to ensure pilots stay within defined training airspace. The rules govern minimum altitudes, maximum speed, and type maneuvers that can be performed inside and outside designated training airspace. Military commanders have the authority to suspend pilots who willfully violate flight rules, such as flying outside designated training airspace. The military closely manages the airspace they use to ensure they do not exceed planned parameters.

1 And there they were right over the top of a
2 congested area 400 feet above ground level and we are
3 told that there is nothing that will keep the military
4 from obeying the FARs, part 91 which requires them to be
5 a thousand feet over congested areas and 500 feet above
6 -- away from people, persons, animals, structures and
7 so on and especially populated area. I just wanted to
8 mention that regardless of what -- apparently what you
9 say and the agreement you make, there are still
10 violations.

11 I was talking to -- and I mentioned they were
12 over a congested area and, of course, we got silence,
13 but after having reviewed the above document, the
14 document we are talking about today, I just want to
15 comment on errors and omissions on the statement. In
16 general, the document makes very poor assumptions as to
17 noise impact created by low-flying military jet
18 aircraft, and let me explain.

19 We live 11 miles northeast of Silvercliffe on
20 Custer County Highway or Road 255. The area's under an
21 existing MOA, one which is proposed to lower the
22 overflight, but I understand tonight they are now saying
23 that they are going to stay at 1,500 feet. For the past
24 year or two we have not been affected by low-flying jet
25 fighters. On occasion, we have had very low-flying

1 C-130 aircraft extremely low over our area. And
 2 certainly below 1000 feet, probably below 500 feet.

3 Prior to that time, we frequently were
 4 frightened by the sudden extreme noise of low-flying
 5 jets, some flying within treetop level or a few feet of
 6 treetop level. And on one occasion I was saddling my
 7 horse when a jet flew over, and he wasn't real low, he
 8 was probably a good thousand feet above the ground, but
 9 the noise was so extreme, the burst -- any way, as this
 10 aircraft flew over at least a thousand feet above the
 11 ground, and it was a jet fighter, my horse jumped. And
 12 it was a good thing he jumped away from me because if he
 13 would have jumped in my direction I would have had a
 14 1,200-pound horse on top of me.

15 Now, of course, the noise is amplified by the
 16 surrounding mountains and canyons -- and the horse in
 17 this particular instance was not a green colt, he is a
 18 matured well-broke horse that has been used to heavily
 19 traveled highways and roads and has been used in parades
 20 and public gatherings. It is the startle effect. He
 21 can't handle it and quite frankly, I can't either.

22 There also has been occasion of extreme noise
 23 burst that are frightening people in their home. This
 24 occurred so quickly by airplanes flying over that it had
 25 the effect of an explosion. We also own a place just

RESPONSES TO COMMENTS

Response to Comment No. 2 Downey

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 west of town here. It's a little place where we run a
 2 few yearlings. And you know, low-flying aircraft have a
 3 negative effect on livestock and wildlife. Cattle can't
 4 make the same gain when they are frequently affected by
 5 noise pollution which causes stress in a normal and
 6 natural environment that we would expect here in the Red
 7 Mountain Valley. So it's an economic impact.

8 The impact statement talks of average noise
 9 levels. These are false and misleading assumptions.
 10 This is like saying that a driver going down our road at
 11 80 miles an hour is not a hazard because people drive 40
 12 miles an hour normally. The speed limit is 35 so,
 13 therefore, the average is under that.

14 At the previous scoping meetings we were told
 15 by Air National Guard representatives that all training
 16 flights must comply with FARs. 91.119 new safe altitude
 17 which does mention the 500-foot limitation for many
 18 people or structures of vehicles. You know people
 19 cannot fly -- or one of these jets cannot fly below 500
 20 feet and maintain obedience to that rule. They just
 21 simply can't do that. At 400 miles an hour or better,
 22 you cannot see where you're going when you're flying
 23 that low.

24 We are asking for the elimination of air burst
 25 MOA, La Veta MOA and all the MTRs leading to the air

RESPONSES TO COMMENTS

Response to Comment No. 3 Downey

It is possible that aircraft noise could startle domestic animals, especially young or penned animals, and cause them to injure themselves. However, animals adapt and habituate to various sound sources, including jet aircraft noise. Because the airspaces associated with the CAI are mostly existing airspace that have been utilized for over 25 years, this adaptation and habituation to jet aircraft noise has likely already occurred.

Response to Comment No. 4 Downey

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

Although Ldn is called an "average," it represents the total sound occurring within a 24-hour period, and is often described as a "cumulative" measure of impact. It has been shown to properly account for individual loud events of the type that may occur with military aircraft operations. However, while Ldn measures the total effect of all events, it does not describe the sound level for individual events. Whereas the Draft EIS presented some descriptions of individual aircraft noise events, the Final EIS has been modified and now presents additional discussions of individual aircraft noise events and maximum sound levels that are useful to evaluate potential impacts.

Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Airspace Initiative.

Response to Comment No. 5 Downey

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

Response to Comment No. 6 Downey

The existing La Veta MOA and VR-413, as well as the proposed Airburst MOA (a revision of the existing Fremont MOA) and the MTRs leading to the Airburst Range form the basic air-to-surface training arena within which the Colorado ANG will train in the future to maintain its combat readiness status. Without these airspace components, the Colorado ANG could not meet wartime training requirements.

Response to Comment No. 7 Downey

Studies conducted on wildlife have shown that numerous wildlife species have the ability to adapt to the presence of man and various man-made sound sources, including jet aircraft noise. While the noise generated from low-altitude military overflights may be initially startling, habituation to jet aircraft noise occurs with most wildlife species. Species-specific responses to low-altitude overflights vary considerably, and responses from individual animals may have the potential to cause injury. However, wildlife populations are usually affected only when a variety of factors work in combination to impact them, including declines or fluctuations in the availability of a food source, habitat destruction or alteration, predation, hunting, trapping, poaching, disease, or inclement weather, rather than noise alone. Normally, it would be unrealistic to predict or attribute any wildlife population declines to a single stressor, such as noise. In addition, no published scientific evidence was identified that indicated harm may occur to wildlife as a result of exposure to the levels of noise generated by military aircraft that would utilize the airspace associated with the Colorado Airspace Initiative.

1 burst range. The adverse effect on wildlife, the risk
2 of crashes from forest fires, loss of property values,
3 destruction of our economy, the quality of life,
4 detrimental environmental effects and noise pollution
5 all support this position. Thank you.

6 DARRELL ARNOLD: My name is Darrell

7 Arnold. My address is La Veta, Colorado. I have a
8 bachelor's degree in wildlife biology from Colorado
9 State University, and owner and publisher and editor of
10 a publication in La Veta called Cowboy Magazine, and I
11 was involved four years in the United States Air Force.

12 This draft environmental impact statement
13 completely disregards the heartfelt and persistent
14 opposition that southern Colorado residents have to the
15 proposed La Veta MOA, and its associated MTRs. Despite
16 many public meetings and despite numerous telephone
17 calls and written objections to the proposal, the Air
18 National Guard has dismissed this opposition out-of-hand
19 and declared that these military operations will have no
20 significant impact. Such a conclusion is a lie.

21 There will be serious impact. So much impact
22 that the activity of the aircraft will destroy the
23 tranquility of southern Colorado and ruin the
24 life-styles of the people who live here. One of the
25 primary reasons most of us live in the remote rural

RESPONSES TO COMMENTS

Response to Comment No. 8 Downey

The fire potential associated with aircraft overflights is generated from the potential for an aircraft crash or the use of flares in training. The EIS evaluated the potential for an aircraft crash resulting from the proposal. This evaluation determined that the likelihood of an aircraft crash would be very low. Therefore, the potential for a fire resulting from an aircraft crash would also be very low. In fact, military accidents have declined in the past decade, as described in the February 1996 report of the General Accounting Office, an organization under the U.S. Congress.

Authorized users of the airspace have proposed the continued use of flares in their training. However, the flares would not be released below 2,000 feet AGL. Once a flare is released, it ignites immediately. The burn time for a flare is approximately 4.0 to 4.5 seconds. In those 4.0 to 4.5 seconds, the flare falls approximately 500 feet. This leaves a safety margin of approximately 1,500 feet to allow for a flare that burns for more than 4.5 seconds to extinguish itself. The 140 WG has no knowledge of any fires being caused by flares released during current training missions by any aircraft utilizing Colorado Airspace Initiative airspace.

Response to Comment No. 9 Downey

In order to address concerns regarding possible devaluation of real estate, the EIS evaluated historical data for property values. This analysis compares counties within the study area for the CAI, including those areas with currently utilized military airspace, to counties outside the study area. The results indicate that all counties experienced increases in property values. Further, in terms of median property values, counties within the study area for the CAI increased 99.71 percent compared to counties outside the study area, which increased 57.74 percent. Whereas a report published by the Federal Aviation Administration concludes "that noise has been shown to decrease the value of property by only a small amount--approximately 1 percent decrease per decibel (DNL)," this analysis applies to airport/airfield environments and not land areas underlying military training airspace. Therefore, although it is not possible to absolutely conclude that counties experiencing military aircraft overflights incur any greater change in real estate values than counties not experiencing similar overflight activity, it is not likely that real estate values would drop as a result of the CAI.

RESPONSES TO COMMENTS

Response to Comment No. 10 Downey

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

RESPONSES TO COMMENTS

Response to Comment No. 1 Arnold

The ANG cares about the people that live near their training areas and how they feel about the activity associated with training. The NEPA process is providing the ANG with an opportunity to hear exactly what the public feels about its proposal before any decisions are made. Every scoping comment and every comment on the Draft EIS sent to the ANG has been read and incorporated into the administrative record for the proposal. Public comments have provided a better picture of what subjects the public wanted addressed in the document and have enabled the ANG to improve the EIS by adding or expanding to discussions in the Final EIS. Examples of added or expanded discussions include human health effects, natural quiet, environmental justice, amongst others.

Response to Comment No. 2 Arnold

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

Response to Comment No. 3 Arnold

The role of tourism in the local economy, and its impact from the alternatives associated with the CAI, have been studied in the EIS as a part of the evaluation of socioeconomic impacts. There are a number of factors, other than aircraft operations, that may affect tourism and the use of recreational areas, including weather, the proximity of other attractions in the area, and the economy. While it is possible that a tourist visiting an area may find an aircraft overflight to be annoying, no significant change to the tourist industry would be expected considering the fact that the majority of the CAI airspace has existed for many years and the relevant influences from military aircraft operations are not changing in the study area. The contribution of tourism earnings to total industry earnings was presented in the EIS for each airspace. In all instances, these values were very consistent with overall state levels of tourism earnings as compared to industry earnings.

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1 areas in southern Colorado is because it is quiet and
2 peaceful. We listen to and enjoy the sounds of nature
3 rather than the offensive sounds created by urban
4 mankind.

5 The level of intrusions these jet noise create
6 will be so high that few of us will want to live here
7 anymore. Further, the many people who are leaving urban
8 areas to relocate in southern Colorado and enjoy the
9 peaceful life will find it throwing away their life
10 savings on homes in an area that is no longer
11 desirable. These MTRs and MOAs will ruin the esthetic
12 quality of life in southern Colorado and will help to
13 destroy the economy of the region by driving existing
14 residents out and preventing potential residents and
15 businesses from wanting to locate here.

16 Another economic consideration is the tourist
17 industry. Hundreds of thousands of people visit
18 southern Colorado every year in an effort to find rest
19 and relaxation in our tranquil mountain environment.
20 Those tourists who are millions of dollars into our
21 economy, if the pleasures of communing with nature are
22 destroyed by the obnoxious noises of low-flying jets,
23 those tourists will find somewhere else to go.

24 A major industry in southern Colorado will be
25 eliminated. The public is by law supposed to have 60

1 days to respond to the draft environmental impact
 2 statement. I have right here a sealed box containing a
 3 copy of the draft DEIS. It was mailed to Judy McCabe of
 4 La Veta, Colorado. According to the postmark on this
 5 box it was mailed out book rate on the 3rd of May. It
 6 arrived in Ms. McCabe's mailbox on the 10th of May,
 7 public comment period was said to be over on June 5.
 8 This would allow only 27 days for an evaluation and
 9 comment on this draft EIS. Not 60 day, not 45 days, not
 10 even 30 days. 27 days of this already-busy woman's life
 11 to find the time to examine this document and make
 12 knowledgeable comments. This has to be illegal, and I
 13 object very strongly to the fact that the Colorado Air
 14 National Guard is spending your money and mine in the
 15 form of our tax dollars to make and present their
 16 displays of movies -- displaying movies that are at the
 17 very least misleading.

18 Further, the Air National Guard has used our
 19 tax dollars to provide their own employees with jobs
 20 that allow them to come down here on our money and
 21 present their show. I am having to spend my own money
 22 to travel two hours to this meeting and pay for
 23 overnight lodging. I've also had to take time away from
 24 earning my own living to look at the draft DEIS and
 25 write my own comments about it. I doubt if these Air

RESPONSES TO COMMENTS

Response to Comment No. 4 Arnold

The Council on Environmental Quality provides guidelines for the preparation of Environmental Impact Statements, and the review of EISs by the public and various government agencies. These guidelines direct agencies to "allow not less than 45 days for comments on draft statements" (Section 1506.10 of these guidelines). The comment period for the CAI Draft EIS officially opened March 29, 1996 with the Notice of Availability published in the Federal Register. The initial mailing of the statement to over 750 addressees was accomplished on March 20, 1996 prior to the NOA. The close of the comment period was initially published as June 5, 1996 (68 days), and then extended to July 12, 1996 (105 days).

Response to Comment No. 5 Arnold

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 National Guard people have had to spend a dime of their
 2 own money to be here or to work on this project. We are
 3 paying their salaries and picking up their tabs. They
 4 should be working for us, not against us.

5 On top of all of that, they have wasted more
 6 than a million dollars of our tax dollars on preparing
 7 this inadequate draft EIS. For example, ever since the
 8 1960s there have been numerous studies showing the
 9 negative effect that stress has on the people, livestock
 10 and wildlife. They have shown the high levels of noise
 11 that is our major source of stress. They have shown
 12 that stress can cause the health of people and animals
 13 to deteriorate.

14 They can severely impact the natural
 15 reproduction of wildlife and the milk and meat
 16 production in cattle and it can cause death in some
 17 species, such as big horn sheep that are found in the
 18 abundance in the wilderness areas, will be affected by
 19 this jet traffic. Many of these studies have been
 20 conducted in Colorado by public and private institutions
 21 and many of our colleges and universities including
 22 Colorado State University in Fort Collins and the
 23 University of Colorado at Boulder.

24 Yet draft EIS makes no myths of this study nor
 25 the negative effect that high levels of noise can

RESPONSES TO COMMENTS

Response to Comment No. 6 Arnold

Studies conducted on wildlife have shown that numerous wildlife species have the ability to adapt to the presence of man and various man-made sound sources, including jet aircraft noise. While the noise generated from low-altitude military overflights may be initially startling, habituation to jet aircraft noise occurs with most wildlife species. Species-specific responses to low-altitude overflights vary considerably, and responses from individual animals may have the potential to cause injury. However, wildlife populations are usually affected only when a variety of stressors work in combination to impact the, including declines or fluctuations in the availability of a food source, habitat destruction or alteration, predation, hunting, trapping, poaching, disease, or inclement weather, rather than noise alone. Normally, it would be unrealistic to predict or attribute any wildlife population declines to a single stressor, such as noise. In addition, no published scientific evidence was identified that indicated harm may occur to wildlife as a result of exposure to the levels of noise generated by military aircraft that would utilize the airspace associated with the Colorado Airspace Initiative.

In addition, numerous studies have shown that military aircraft noise does not affect the birthing success of a variety of wildlife species.

1 cause. I can get this information with a few telephone
2 calls. You would think that the Air National Guard with
3 millions of our taxpayer dollars could obtain the same
4 information.

5 Judging from the Guard's past record, I urge
6 everyone who is commenting here tonight to provide a
7 copy of your comments to the Custer County Actions
8 Association, to your senators and congressmen and
9 directly to the Federal Aviation Administration, which
10 will ultimately make a decision on these military
11 operations. If you trust the Colorado Air National
12 Guard to pass on your comments to the proper
13 authorities, they quite possibly won't ever get there.
14 Thank you.

15 MELISSA ROBINSON: Good evening. Can
16 you hear me? My name is Melissa Robinson and I'm the
17 vice president of Roger Datu (phonetic) International,
18 it's an organization of Buddhist meditation and
19 educational centers and I have been asked to speak on
20 behalf of 500 members of Roger Datu (phonetic) who live
21 in Colorado.

22 My husband and I are the directors of Dorsha
23 Kinsa retreat center in Farisita and we are speaking --
24 I'm speaking tonight in objection to the proposed MOAs
25 that will be flying in the La Veta area near our center,

1 along with another retreat center Shempa Shelin
2 (phonetic), who you will hear from shortly.

3 We have written and spoken to this before, as
4 many of our retreatants have and our neighbors. We feel
5 that our situation has never been addressed directly nor
6 have our concerns been contemplated in all the research
7 and reports to date. Dorsha Kinsha, also known at DKD,
8 has been in existence for nearly 30 years. Shempa
9 Shelin (phonetic) our neighbor, for 20. They are
10 solitary retreat centers with the followers of several
11 Buddhist traditions including Tibetan Buddhism and Zen
12 Buddhism.

13 This specific area, approximately eight miles
14 from Farisita, was chosen because of its isolation, its
15 quiet and other qualities conducive for solitary
16 retreats. People come from all over the world to do
17 retreats from anywhere from a week to a year directed by
18 their spiritual or religious leaders because this is a
19 sacred place to us, just like Native Americans have
20 their sacred space, Georgea Kinsa, Shempa Shelin
21 (phonetic), Farisita, the Huerfano Valley is sacred to
22 us. No one has addressed our concern about our sacred
23 space.

24 The isolation is being impacted in many ways.
25 The continued growth and development in the area and the

RESPONSES TO COMMENTS

Response to Comment No. 1 Robinson

The EIS has evaluated cultural resources, such as historic or Native American sites, by consulting with the appropriate state representatives and local experts to obtain an understanding of the resources present in the study area and to determine whether any possible impacts exist. Some religious and/or meditation centers are under existing airspace. Consequently, the elimination of VR-412 and the changes to VR-413 under the Preferred Alternative, which raises the minimum altitude from surface level to 500 feet above ground level and reduces the route width from 12 miles to 6 miles, should be beneficial to such locations.

Response to Comment No. 2 Robinson

Because of the many avenues through which the public has received information on the CAI, including both factual and nonfactual information from various sources, some confusion may exist about the existing airspace and proposed new airspace, particularly for the Wet Mountain Valley and the San Luis Valley. The La Veta MOA is an existing airspace. No changes are proposed for this airspace.

VR-413 is also an existing airspace; however, under the Preferred Alternative, its width would be reduced in size and its eastern boundary moved away from the Sangre de Cristo Mountains. The minimum altitude would be raised from surface level to 500 feet above ground level. VR-412, which is currently a low-altitude route through the Wet Mountain Valley, would be eliminated altogether under the Preferred Alternative, thus eliminating low-altitude training completely from the Wet Mountain Valley. Sorties over the Wet Mountain Valley also are reduced under the Preferred Alternative.

RESPONSES TO COMMENTS

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1 result of impact on wildlife that we already share with
2 this land and who are now occasionally threatened by
3 that growth and are now threatened by us. We now find
4 that our retreat center may be bombarded by low-flying
5 air screaming jets in our area. Believe me, our
6 organization has no argument with the necessity of the
7 military. We respect the military and the necessity for
8 the military to train and protect of country.

9 However, there are a number of factors that
10 make this particular decision, namely, to train in the
11 La Veta area, a threat and an insult to our situation.
12 Despite the fact that many numbers of people from all
13 over the world who enjoy doing their religious retreats
14 here want to object to the original report.

15 Nowhere in the research or in the new report
16 was our situation taken into consideration. No one came
17 to ask us who we are, what we do and how we feel this
18 training would impact our religious freedom to meditate
19 and study in quiet, sacred solitude. No one came to ask
20 us if we hold large outside church programs. Which we
21 inclusively do and which we would like to understand by
22 several attorneys would make these low-flying maneuvers
23 actually illegal.

24 In addition, these concerns, there was no
25 mention of the impact on wildlife that we share in the

Response to Comment No. 3 Robinson

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 San Isabel National Forest. We love the wildlife we
 2 share the space with and while some studies were done on
 3 the impact of nesting birds, no one looked into the
 4 response of the bear, the mountain lion, the bobcats,
 5 the coyote and other animals that have already been
 6 mentioned in the area who are already very stressed out
 7 by their loss of habitat and food.

8 How do we know that these low-flying jets and
 9 their noise won't feel like a direct attack on these
 10 animals, making them aggressive and therefore dangerous
 11 to the people who are in strict solitary retreats and
 12 have no protection?

13 Our situation warrants a careful study; none
 14 was made. These are our main focus of our objections.
 15 The reason we feel so strongly about these issues is
 16 that there has not been a very strong point made that
 17 the La Veta MOA is necessary or even advisable. The
 18 report itself states that because of its smallness, of
 19 its environmental saturation, La Veta is not a good area
 20 for the MOA.

21 There are various alternatives to the MOA in
 22 La Veta, why aren't they being considered? The research
 23 is cloudy and incomplete in the areas of noise,
 24 environmental impact, and property value issues as
 25 well. Why is this being done? We feel insulted, we

RESPONSES TO COMMENTS

Response to Comment No. 4 Robinson

Studies conducted on wildlife have shown that numerous wildlife species have the ability to adapt to the presence of man and various man-made sound sources, including jet aircraft noise. While the noise generated from low-altitude military overflights may be initially startling, habituation to jet aircraft noise occurs with most wildlife species. Species-specific responses to low-altitude overflights vary considerably, and responses from individual animals may have the potential to cause injury. However, wildlife populations are usually affected only when a variety of factors work in combination to impact them, including declines or fluctuations in the availability of a food source, habitat destruction or alteration, predation, hunting, trapping, poaching, disease, or inclement weather, rather than noise alone. Normally, it would be unrealistic to predict or attribute any wildlife population declines to a single stressor, such as noise. In addition, no published scientific evidence was identified that indicated harm may occur to wildlife as a result of exposure to the levels of noise generated by military aircraft that would utilize the airspace associated with the Colorado Airspace Initiative.

Response to Comment No. 5 Robinson

Even though the LaVeta and Airburst MOAs are smaller than the optimum size recommended by the United States Air Force Master Plan, they perform a valuable function in allowing aircraft to accomplish some training events, for example, ground to air threat avoidance and airspace to regroup for tactical entry to the Airburst Range.

Response to Comment No. 6 Robinson

The use of other training areas was examined as part of the development of the alternatives studied in detail in the EIS in Subsection 2.3. The proposal was designed to minimize conflicts with potentially sensitive areas while providing the training resources necessary to meet military readiness requirements. Specific narrowing criteria for the selection of military training airspace (see Subsection 2.3.3 in Volume I) were used to evaluate other locations, and no alternative training areas were identified that could be substituted for the airspace configuration proposed in the alternatives studied in the EIS.

The primary user of the airspace included in the Colorado Airspace Initiative is the 140 WG based at Buckley Air National Guard Base in Aurora, Colorado. Because of limited resources and aeronautical constraints, virtually all of our nation's fighter units train in airspace that is within a "tank of gas" of the aircrews' base.

1 feel left out, we feel that you are -- that this will
2 impact our religious freedom. Please, please do not go
3 ahead with it. Thank you.

4 (At this time there was a change of stenographer.)
5 (The following are private, oral comments.)

6 ROSE BENGAMINI: One of those -- what's
7 that they sent a short thing out, DEIS. I read
8 everything that was presented to me and my response to
9 that was and I'm sending it down to for no fly-overs.
10 Amen. So be it. A lot of people wouldn't understand
11 that what amen, what it means, so be it.

12 I moved here from the Caribbean Islands where
13 it was hot and humid and comfortable for me, but I had
14 nobody down there and I was a little leery about moving
15 and not having good medical facilities so I come up
16 here, and what do I find? We have good clinics in
17 town. I can't fault that, but other than that, I'm not
18 happy with the health systems that they have.

19 Now, to add to my problems here, if you hear
20 me, I'm wheezing. I can barely breathe. When we first
21 moved here -- not when we first moved, when I used to
22 come in the summers to see if I could acclimate to the
23 altitude, I acclimated fine. There were very, very few
24 planes flying over anywhere. Now, the commercial
25 flights have multiplied and we are getting -- actually

RESPONSES TO COMMENTS

Response to Comment No. 7 Robinson

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 1 Bengamini

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

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1 getting fallout from them. I find it in my windowsills
2 and that's taking away from the quality of my breathing
3 and the quality of my life.

4 Now, this afternoon, I don't remember what
5 time it was, that there was National Guard plane that
6 was down very low, it didn't come over our house, but it
7 did fly over the north end of La Veta, we could see at
8 our house. Now, my problem is where does -- what rights
9 do citizens have? They have taken away all our rights,
10 and I want to know how does the Colorado real estate law
11 impact here where it says that up to a certain point,
12 homeowners have air rights.

13 I don't know how high, but they have air
14 rights. So my response to that is, "Good", where do I
15 go or which government agency, maybe the defense
16 department -- maybe the defense department will give me
17 part of the money that I give to them in taxes a scud
18 launcher. A scud missile launcher and then they will
19 sell me some missiles like they sell to Iran and to the
20 other places and then when a National Guard plane comes,
21 I'm make sure that it's within my air rights, and I'll
22 shoot them down.

23 Now, if we have these fly over is going to be
24 pushed down over our wishes, I will say one thing. It
25 is time for me to join the Freeman and I mean it. I

Response to Comment No. 2 Bengamini

Under Colorado law, "The ownership of space above the lands and waters of this state is declared to be vested in the several owners of the surface beneath, subject to the right of flight of aircraft." CRS 41-1-107. Regarding aircraft usage, the United States government has sovereignty over all navigable airspace in the country utilized by military, commercial, and general aviation aircraft. The use of navigable airspace is regulated by the Federal Aviation Administration (FAA), which sets minimum safe altitudes for aircraft operations. In the La Veta MOA, the 140 WG currently flies at 13,000 feet above sea level, and would continue to fly at this altitude if the preferred alternative is adopted. 13,000 feet is well above minimum safe altitudes set forth in FAA regulations.

1 mean, it seems that citizens have no rights anymore. So
 2 maybe we have to get rid of the government and form our
 3 own little clans, then they will have to send the center
 4 down to my house.

5 That's all I have to say. But if it goes
 6 through, I will learn how to use a typewriter. I will
 7 definitely start writing complaints to everybody and I'm
 8 not going to be polite about it. I'm going to tell
 9 everybody to get off their butts and start sitting on
 10 their brains. Right now they are not listening to
 11 people. They are not doing anything for people, they
 12 are doing it to suit themselves and I hate them.

13 WILLIAM ADLER: My name is Bill Adler.

14 I'm a resident of Custer County. I'm on the Board of
 15 the West Custer County Hospital District, valley
 16 assisted living. And the regional -- I'm one of the
 17 regional planning commissioners.

18 I'm opposed to the Colorado air space
 19 initiative for four reasons. First, the planning and
 20 zoning of the valley has been and is of the nature for
 21 instance the quality of life of its residence. My main
 22 objective of this planning is to maintain peace and
 23 quiet in the valley. It also is to protect and maintain
 24 the environment as it is and has been in the past.

25 Flyovers in this valley will interfere with what the

- 3

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RESPONSES TO COMMENTS

Response to Comment No. 3 Bengamini

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 1 Adler

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

RESPONSES TO COMMENTS

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1 residents seek from life.

2 Secondly, the major reason for the necessity of
3 this initiative has been said to be DEIS. It hasn't
4 been adequately explained to me what the relationship is
5 between DIA and Custer County. I don't feel using our
6 county for overflight involves the DIA issue.

7 Thirdly, a recent study of our population
8 indicates several things. First, our county is one of
9 the rapidly growing counties in the country. Secondly,
10 the data shows that our growth is -- a significant part
11 of our growth is the elderly. This is a significant
12 part of a population who want to live in a community of
13 peace and quiet. Training flights would interfere with
14 the lives of our residents.

15 Fourth is a safety issue. Yesterday we had a
16 mass casualty training exercise in our community. It
17 was very successful as a training exercise and it
18 pointed out one thing, a major disaster would
19 subsequently challenge the emergency services of our
20 community. Therefore, this is another reason I'm
21 opposed to the initial initiative.

22 REBECCA RICHARDSON: I'm a licensed
23 practicing veterinarian for 21 years. I feel I have a
24 good grasp on the effect that the MOA flyovers will have
25 in our valley. It's my professional opinion that the

Response to Comment No. 2 Adler

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 1 Richardson

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 effects would be detrimental to both domestic and wild
2 and natural life in addition to human life forms also.

3 I feel that it would deny the atmosphere which
4 I would like to raise my family. The noise levels would
5 be physically and emotionally destructive and I don't
6 feel that the military needs this space in which to
7 train their pilots. I feel they have sufficient space
8 already in which they do so.

9 I also feel which have sufficient human and
10 wildlife and domestic and natural population and it
11 would be dangerous for them to be flying over at such
12 low levels and in such a number of flights. And I'm
13 totally against any type of flyover in any numbers at
14 any time over the valley.

15 JAN DUNLAP: My husband is a Viet Nam
16 vet. We are extremely patriotic and we love this
17 country, but we just feel practicing maneuvers over our
18 tranquil valley will disrupt everything here. And we've
19 worked hard and long to settle down in a peaceful area
20 and we are just very much opposed to the MOAs in our
21 valley.

22 (The following are public comments.)

23 WILBUR MILLER: I'm Wilbur Miller. I've lived
24 in this valley for sixty-some years. My
25 great-grandfather was one of the first colonists that

RESPONSES TO COMMENTS

Response to Comment No. 2 Richardson

The CAI was initiated several years ago with an Original Proposal that did include some low-altitude flights in the areas identified. However, the ANG identified a new Preferred Alternative in the Draft EIS. This Preferred Alternative was the culmination of efforts by Governor Roy Romer, members of the Colorado Congressional delegation, a Citizens' Working Group, and the ANG to reach a viable alternative which addressed the concerns of the citizens of Colorado.

This Preferred Alternative does not include new or lower flights in the vicinity of the Wet Mountain Valley or the Sangre de Cristo eastern slope. In fact, La Veta MOA will remain as currently charted (minimum altitude 13,000 ft. MSL) but with fewer flights. A military training route, VR-412, which is currently charted through the Wet Mountain Valley, will be totally eliminated. Rather than increasing the training activities in the area, training would be reduced. Low-altitude flights in the Wet Mountain Valley, using either MOAs or MTRs, would be completely eliminated by this proposal.

Response to Comment No. 1 Dunlap

This Preferred Alternative does not include new or lower flights in the vicinity of the Wet Mountain Valley or the Sangre de Cristo eastern slope. In fact, La Veta MOA will remain as currently charted (minimum altitude 13,000 ft. MSL) but with fewer flights. A military training route, VR-412, which is currently charted through the Wet Mountain Valley, will be totally eliminated. Rather than increasing the training activities in the area, training would be reduced. Low-altitude flights in the Wet Mountain Valley, using either MOAs or MTRs, would be completely eliminated by this proposal.

1 came in. And I have observed military flyovers since
 2 the 1940s. In fact, sometime in the '40s I was milking
 3 a cow in an open corral when a P-38 come over at hundred
 4 feet or so and the cow was not much disturbed, I would
 5 report.

6 I have been at the outdoor ranch when a flight
 7 would come across in which I would be able to look down
 8 on the cockpit because they were below the altitude that
 9 I was and I was not disturbed and neither were my
 10 livestock. In all of the years I have never had to
 11 retrieve livestock from a neighbor's property or another
 12 pasture except when two hot air balloons at separate
 13 intervals came over and their burners fired right over
 14 the cattle and the cattle scattered and went over the
 15 fence. It is not as a result of the military, this is a
 16 result of the growth that you all want.

17 There have long been elk, deer, and antelope
 18 on the ranch and I have never observed any of these
 19 running from the military aircraft that I saw flying
 20 overhead. The movement against the Air Force stems from
 21 people who have been here a very short time, most of
 22 them a few years. And all you have to do is look around
 23 and on one hand you can probably count the people that
 24 have lived here longer than ten years. So why do we
 25 have this influx of new people coming in and then

RESPONSES TO COMMENTS

Response to Comment No. 1 Miller

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 saying, we don't like the way it is? We want to change
2 it. Well, these aircrafts have been flying these
3 low-level flights since about 1960, if my memory serves
4 me correctly. Why don't they complain to the real
5 estate establishment for nondisclosure before they moved
6 here and bought a 35-acre property?

7 I would say in closing that the quality of my
8 life has been adversely affected from all of the people
9 that have moved in. I can no long drive cattle between
10 ranches on the road as we did for years because of the
11 traffic on the roads, I now have to haul them and that
12 impacts my livestock, it impacts my quality of life
13 immensely.

14 There was a comment concerning the honesty of
15 the Air Force in having this draft environmental impact
16 statement. I think you need to do some soul-searching
17 and stating why am I so adamantly against this. Is it
18 really going to impact the economy. No, all you have to
19 do is look at the prices of real estate. Especially
20 since all the activity in this area has been null. So I
21 think that's a bogus stocking horse. What really
22 affects the wildlife is all the people. I don't see the
23 wildlife impacted from airplanes, I see them impacted
24 from people. And when people build houses on all the 35
25 acres that have been sold, there won't be any more

- 1

continued

1 wildlife. Thank you.

2 JONATHAN JAMES: My name is Jonathan

3 James. I live in La Veta. I own property in La Veta

4 and I work in Huerfano County. And for a period of time

5 I was also part of the air space initiative working
6 committee.

7 Kevin, I believe is your name, you asked a
8 question earlier. I have a related question that came
9 to my mind and that is of the different forms of
10 commentary that we have available to us, which of those
11 commentaries carry weight in addressing peoples'

12 concerns about this impact statement? Does the sheer
13 volume of people that appear at this microphone make a
14 difference? Does one comment analyzing the data and the
15 methods used in the research, one comment, does that
16 make a difference? And I'm really not sure if the
17 volume of people make a difference.

18 The one objection that I have to this process
19 is that this meeting is an hour and a half from where I
20 live and it was at least the closest one available to
21 me, and there are a number of other people in my
22 community of La Veta that cannot be here because they
23 are working. They cannot afford to leave their work so
24 that's why my concern about what kind of comments, what
25 kind of addressing of this really makes a difference.

RESPONSES TO COMMENTS

Response to Comment No. 1 James

The ANG cares about the people that live near their training areas and how they feel about the activity associated with training. The NEPA process is providing the ANG with an opportunity to hear exactly what the public feels about its proposal before any decisions are made. Every scoping comment and every comment on the Draft EIS sent to the ANG has been read and incorporated into the administrative record for the proposal. Public comments have provided a better picture of what subjects the public wanted addressed in the document and have enabled the ANG to improve the EIS by adding or expanding to discussions in the Final EIS. Examples of added or expanded discussions include human health effects, natural quiet, environmental justice, amongst others.

Response to Comment No. 2 James

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

1 Second of all, I have not read much of this
2 document. I feel badly about that. I just haven't been
3 able to get through that. But I would like to spend my
4 comment period addressing one page and it was the first
5 page I turned to. It was the first page I turned to
6 because of comments that a rancher made to me, that is,
7 apparently a part of the bison study. So I turned to
8 the bison study to read what was said about that. It's
9 in the appendix section, it's J4 and I would like to
10 just read a couple of quotes from the conclusions and
11 then my comments on them.

12 It says, regarding overflight reactions on the
13 part of bison that the bison bulls contained in a
14 feedlot exhibited minor to major behavioral reactions to
15 an F-16 aircraft overflight. My question is what were
16 those minor reactions and what were those major
17 reactions? I would like to know.

18 Going down further, yearling bison are
19 separate from the other animals in the herd were
20 observed to have a major reaction to an overflight at
21 the altitude of 500 feet above ground level directly
22 overhead. What kind of major reaction was this? Did
23 they run through fences? Start running at each other?
24 I have no idea what this major reaction was.

25 And furthermore, as the text goes on it seems

RESPONSES TO COMMENTS

Response to Comment No.3

The details of the bison herd's reactions to low-altitude F-16 overflights is presented in Appendix J of Volume II of the Final EIS. Also, the terms "minor reaction" and "major reaction" as used throughout the bison observation study are defined in Appendix J. The "Bison Study" was intended simply to observe the reactions of the bison to low-altitude F-16 overflights and to determine if a herd stampede was likely to occur. The observational study was never intended to evaluate other behavioral or physiological reactions of bison to aircraft overflights. The EIS authors relied on other existing published studies based on more detailed scientific methodologies to provide information on various other behavioral or physiological reactions of animals, including bison, to aircraft noise.

The text of the Final EIS has been modified to state that additional observations may be necessary before any definite conclusions can be reached concerning the impacts of military aircraft overflights on yearling bison.

1 that whatever the major reaction was it's to be
2 disregarded for these reasons. It was the general
3 consensus of the ground crew and the ranch manager that
4 there was an increase in the herd's anxiety level due to
5 their close proximity to the ground crew during the
6 overflight occurrence. On what basis was this consensus
7 made? On what basis was this assumption made and if
8 there was a sense that the ground crew being there would
9 make a difference, why was the ground crew there?
10 That's my question, and my question is about science.
11 Scientific method.

12 It goes on to say that the herd's
13 unfamiliarity with the pasture may have added to their
14 anxiety level. The herd's major reaction to the
15 overflight occurrence was attributed to this heightened
16 anxiety. Now, if this, in fact, was the assumption,
17 then why wasn't there a control experiment done? Why
18 wasn't there a second test done on these yearlings, on
19 these bison bulls without the presence of the grounds
20 crew and in different circumstances? Why wasn't it
21 done? The assumption was made that it was the presence
22 of the ground crew, not the overflights.

23 I just find it incredible that this conclusion
24 was the one that was jumped to. Why wasn't it assumed
25 that the presence of the ground crew calmed the bison?

RESPONSES TO COMMENTS

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1 That would be just as fallacious assumption as to say
2 that is what caused the anxiety. If this is the kind of
3 science done throughout this test, then I have real
4 serious questions about what value this is. Thanks.

5 DAVID CUSTER: My name is David Custer.

6 My wife and I own 125 acres a couple miles south of
7 Westcliffe. I'm an employee of Bell Labs. I'm an
8 audiologist. I have an Ph.D. in audiology from the
9 University of Colorado in 1971. Generally my attitude
10 towards the military is very supportive. I'm a pilot.
11 You can't hear, I'll go back.

12 I'm a graduate of the University of Colorado
13 in audiology 1971. And in general, my attitude towards
14 the military is very supportive. I served in Korea
15 during the War 7th Infantry Division. I believe the
16 country needs a strong military and well-prepared
17 military.

18 I wish to speak to you tonight about the
19 audiology of the sound mission in the document. They
20 are in short a disgrace, a discredit to the Air Force
21 and the United States government. They have, in my
22 opinion, no scientific basis in fact. That is in the
23 averaging of 24 hours of what could be called impulse
24 noise. In humans -- let me go -- audiology, that branch
25 of science, for the record, that deals with humans'

Response to Comment No. 1 Custer

The noise analyzed in this EIS is not impulse noise emissions. OSHA standards consider impulsive levels of up to 140 dB to be acceptable. For concerns about hearing damage, it is much more appropriate to consider OSHA's continuous noise limit of 115 dB for up to 15 minutes per day. Noise from the Preferred Alternative will be well within this standard, generally by a wide margin. Discussions of levels of 148 dB are irrelevant to the Preferred Alternative.

1 perception of sound, human hearing mechanism and in
2 reaction in humans to sound and consequences of being
3 disabled audiologically.

4 Humans perceive pain when the noise begins to
5 reach 120 decibels. Between 110 and 120 decibels, most
6 humans experience -- begin to experience pain. I cannot
7 speak for animals. I can only observe that most animals
8 have better hearing than humans. Between 120 and 130
9 decibels. Impulse noise will cause permanent
10 irrevocable ear damage. I remember vividly during my
11 studies a picture of a little girl about 12, I would
12 guess, who had been subjected to excess noise estimated
13 at 128 decibels. There was blood flowing from her cheek
14 from her ear. That is 128 decibels.

15 The decibel scale is not logarithmic. Every
16 ten decibels increases the power of the sound by a
17 factor of ten. 20 decibels increases the power in the
18 sound by a factor of 100. At 148 decibels, any human
19 subject to that sound for a few seconds will be
20 permanently and -- will never be the same again.
21 Averaging 148 decibel sound measurements if that, in
22 fact, was the case, over a 24 hour period has no basis
23 in scientific reasoning. The damage is done almost
24 instantaneously.

25 I don't know about other people that live in

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1 the valley, but I would be very angry if my
2 grandchildren were exposed to 148 decibel sound even
3 momentarily and had your hearing permanently damaged.
4 So I'm asking the decisionmakers to reconsider and think
5 about what they are doing. That's all I have to say.
6 Thank you.

7 PAT RICHMOND: I'm Pat Richmond. I'm
8 from Crestone, Colorado on the west side of the Sangre
9 de Cristo Mountains about nine miles from Westcliffe
10 where F-16s fly, and I testified in Alamosa about what I
11 considered shortcomings in the draft environmental
12 impact statement.

13 I spoke at Canon City as a member of the
14 Citizens Working Committee. And for the past two
15 evenings I have had the opportunity to participate in
16 long conversations with a young man who manages the team
17 that prepared this draft EIS. And I think he somewhat
18 is surprised by the public reaction to this document.
19 As I understand his comments, science and engineering
20 associates followed a prescribed formula in assisting
21 issues and analyzing data.

22 If I understand him correctly, testimony from
23 private citizens, agency personnel, or even regional
24 experts was not and cannot be used to determine
25 environmental impact. Rather, the data has to come from

Response to Comment No. 1 Richmond

All comments received during the scoping process associated with this EIS were considered in the preparation of the document. Such comments, as they relate to the proposal, have helped to improve the EIS process and have become a part of the administrative record for the proposal.

1 a published source subject to, quote, peer review or
2 someone with an upper echelon status in an agency,
3 quote, someone who could lose his job, unquote, if the
4 comments were challenged. I find that incredible.

5 The Air Force used Dr. Holbret Dickson,
6 professor at Adams State College, as a regional
7 environmental expert in their EA for a quinn tower, but
8 his testimony on potential environmental impacts of
9 MTR-413 must be discounted because he lives within the
10 region of impact. Such rationale clarifies why an
11 official in the Historic Preservation Department is
12 cited as the authority of Navajo cultural resources.
13 His letter, according to the DEIS, states, quote, no
14 significant traditional cultural resources were
15 identified to exist in the region of impact.

16 Now, a young Navajo attending the Sangre de
17 Cristo Mountain conference, an expert on cultural
18 resources, might disagree. We met upon his first
19 journey to the San Luis Valley. I recall his reaction
20 to seeing the harvest moon illuminating Sierra Blanca,
21 the Navajos' easternmost sacred point. The Navajo still
22 sing the chant of reemergence about their sacred
23 mountains that their ancestors sang during the long walk
24 to Fort Sumter.

25 But what does a Navajo know about Navajo

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1 cultural resources compared to the response from a
2 bureaucrat whose name appears on agency letterhead? Did
3 this same bureaucrat speak for the Hopi who consider San
4 Luis Lake their sacred place of origin into this world?
5 Supposedly, data presented by someone like Ray Cook, a
6 careers engineer from Martin Marietta, with expertise in
7 working on programs for the Air Force, the Army, the
8 Navy, and NASA cannot be used as evidence in the EIS
9 process.

10 I'm confused by the allegation and by the
11 doctors in the study on economic² impact had to be
12 rejected because his presentation is not impartial.
13 What about all the references to documents prepared by
14 the Air National Guard and by other military agencies.
15 There are 42 citations in this DEIS to such documents.
16 Are they impartial? Were all carefully scrutinized for
17 accuracy and impartialities? Can they be reviewed
18 without suspicion that the conclusion and such comments
19 lifted from older texts and sources often without
20 footnotes or confirmation were not manipulated to
21 reflect a preferred outcome?

22 When I think about the rationale offered on
23 how information was selected or discarded in preparing
24 this DEIS, I have to borrow a comment from Dr. Spock --
25 I guess it's Mr. Spock. "Totally illogical."

Response to Comment No. 2 Richmond

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 Now, I would also like to make a comment
 2 before I leave about the buffalo tests. Two other
 3 speakers have mentioned this. Although the DEIS says
 4 they know there was no civilian observer, I was there as
 5 I was supposed to be. I was there for the yearling
 6 test. I was to meet the ranch manager at the gate.
 7 First I was told the test had been cancelled, then I was
 8 told it had been rescheduled. I should check on the
 9 time. When I tried to get through, the telephone lines
 10 were down. I showed up. I had to sit on the cab of my
 11 truck to watch this test. I saw the planes before I
 12 heard them. I knew when the sound was coming because I
 13 watched the birds lifting out of the sagebrush as a
 14 shock wave came through there. And I can't say what
 15 happened to the yearlings, but I know there was a
 16 tremendous cloud of dust that went up and I sat on my
 17 cab and that's the way that the civilian observer got to
 18 watch that test. Thank you.

19 JOHN KENNEY: My name is John Kenney.
 20 I'm from Rye. I have lived in the Rye area for about a
 21 year and a half and before that I lived south of La
 22 Junta where I had a farm for several years.

23 I was put on the Colorado Air Space Working
 24 Committee as a representative from southeastern
 25 Colorado. I was the lone representative on that

RESPONSES TO COMMENTS

Response to Comment No. 3 Richmond

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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1 committee. My job on that committee was to try to
2 coordinate with the Air National Guard in the air combat
3 ward to see if we could gain a better situation with the
4 B-1 bomber operations in the lower Arkansas Valley.

5 I also had a second job in that committee was
6 to make sure that if everything was cleared out of here
7 in the mountains, it wasn't all dumped on the people in
8 southern Colorado. Now, you may say so what, nobody
9 thinks there is anybody out there. Well, our area is
10 just as special to us and I still have my connections
11 out there and my friends as your area is to you.

12 I came on to that committee with an open
13 mind. I was very much opposed to the Air National
14 Guard's proposal after the scoping meeting, I believe,
15 in August of '93. I was very much opposed to it. I did
16 not like the way the scoping meetings were run, and
17 anybody from the Air National Guard will tell you I got
18 in their face pretty good about it. You folks over here
19 are responsible for the Colorado air space working
20 committee. It's my feeling, and I will go into this
21 later, that that committee accomplished a tremendous
22 amount for the good of us all in this wonderful area
23 that we live in. You're the people that raised hell and
24 got things going and got after this way back four and a
25 half, five years ago. I appreciate that. I respect

Response to Comment No. 1 Kenney

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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1 that. I said it in every single working committee
2 meeting that I respected and appreciated what you did.
3 You got their attention of the military for all of us
4 and you did good things. Some of the things that are
5 happening now aren't so good, I will go into that
6 later.

7 When I was on the committee I attended every
8 meeting and as far as I know, I'm the only person that
9 did that. I went in with an open mind even though I was
10 against the proposal at that time. I wanted to
11 contribute to help everybody, not just in southeastern
12 Colorado. I tried the best I could. I talked with
13 everybody. I spent hours. I spent hundreds of dollars
14 of my own money and hundreds of dollars and hundreds of
15 hours of my own time going all around. I talked to
16 National Guard, I talked to environmental people, I
17 talked to people from over here and I still am -- I have
18 been tonight.

19 I feel that the Colorado Air Space Working
20 Committee worked. We came up with 18 recommendations,
21 I'm not going to get into all this stuff about whether
22 it was take it all or nothing or any kind of stuff like
23 that, I just want to cut to the chase and say, we came
24 up with 18 recommendations. Governor Romer to get
25 things off at dead center because we just kind of sat

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continued

RESPONSES TO COMMENTS

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1 there for several months, looked them over, studying
2 them and decided that 15 of those 18, 85 percent were
3 okay.

4 Of our recommendations -- our recommendation
5 that came out of that working committee were very, very
6 strict, rigid recommendations. And he told the National
7 Guard this would be a very good idea if you accepted
8 these 15 recommendations, and they did. And now it's
9 official in the EIS that they accept them.

10 So now what we have under the Colorado Air
11 Space proposal is a revised proposal. Except the only
12 major one that was not accepted was air burst C, the
13 people in Canon City have worked that out in direct
14 communication with the National Guard. We have worked
15 that out with the B-1 bombers are in that process at
16 this time in southeastern Colorado. The other one is
17 the La Veta MOA that is only the northeast corner of the
18 La Veta MOA. Every other part of the La Veta MOA,
19 including their part over here, has a base of 13,000
20 feet.

21 I think some of you folks have been led to
22 believe that the entire La Veta MOA has a 1,500 foot AGL
23 minimum that they can fly to. This is not true. It's
24 only in the northeast corner which is on the other side
25 of the mountains. One little corner near the mountains,

1
continued

1 that's all. And I'm going to personally be monitoring
 2 that area, I have the home phone number of those guys
 3 and I know that they are going to abide by the La Veta
 4 MOA, over here you don't have it.

5 I just want to say one thing very quickly. I
 6 feel that if you folks in this area get this proposal
 7 turned down, you are going to lose because you are going
 8 to still have IR-412 which is not in the proposal and
 9 you will have -- you will still -- that's what you will
 10 have if you get the proposal, you will have nothing.
 11 You will have a La Veta MOA seven or eight miles that
 12 way which is a high MOA. Think about it, folks, and
 13 read through it because you are getting bad
 14 information. Thank you very much.

15 JAMES PROCTOR: One of the earlier
 16 speakers suggested that we should all share in the pain
 17 of this military training. I agree wholeheartedly. Has
 18 anyone got this map? What happened to the whole western
 19 half of the state? Why isn't there any training there?
 20 Why don't they do 50 percent out of southeast Colorado
 21 and move it to western Colorado?

22 I would like to just make a short comment
 23 about the noise assessment and the methodology.
 24 Averaging sound over 24 hours sounds a lot like assuring
 25 the condemned man in the electric chair, it won't hurt,

RESPONSES TO COMMENTS

Response to Comment No. 1 Proctor

The use of other training areas was examined as part of the development of the alternatives studied in detail in the EIS in Subsection 2.3. The proposal was designed to minimize conflicts with potentially sensitive areas while providing the training resources necessary to meet military readiness requirements. Specific narrowing criteria for the selection of military training airspace (see Subsection 2.3.3 in Volume I) were used to evaluate other locations, and no alternative training areas were identified that could be substituted for the airspace configuration proposed in the alternatives studied in the EIS.

The primary user of the airspace included in the Colorado Airspace Initiative is the 140 WG based at Buckley Air National Guard Base in Aurora, Colorado. Because of limited resources and aeronautical constraints, virtually all of our nation's fighter units train in airspace that is within a "tank of gas" of the aircrews' base.

RESPONSES TO COMMENTS

Response to Comment No. 2 Proctor

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

Although Ldn is called an "average," it represents the total sound occurring within a 24-hour period, and is often described as a "cumulative" measure of impact. It has been shown to properly account for individual loud events of the type that may occur with military aircraft operations. However, while Ldn measures the total effect of all events, it does not describe the sound level for individual events. Whereas the Draft EIS presented some descriptions of individual aircraft noise events, the Final EIS has been modified and now presents additional discussions of individual aircraft noise events and maximum sound levels that are useful to evaluate potential impacts.

Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Airspace Initiative.

1 he only has to average it over 24 hours. Apparently our
 2 Air Force folks have had a lot of exposure to noise
 3 levels above 120 decibels. They apparently can't hear a
 4 word we say. Thank you.

5 BOB SENDERHAUF: I am going to stand up
 6 and that's a good point. The reason I think it's a good
 7 point is when I started this issue I was six foot six,
 8 and this is what's left. But I'll tell you we are going
 9 to go down fighting. My name is Bob Senderhauf. I own
 10 a real estate here in Custer County. I'm also the
 11 president of the Custer County Action Association which
 12 has been in opposition of this particular initiative for
 13 the last six years.

14 Before I go into the text of my part of the
 15 program, I want to register a formal complaint and the
 16 complaint is that we have -- Custer County Action
 17 Association helped five other organizations get started
 18 in this area. I protest the fact that the military and
 19 the contractor have failed to have meetings in Rye
 20 Colorado, in Gardner, Colorado, in Moffat Colorado and
 21 La Veta, the people that are affected by this particular
 22 issue.

23 I would like to also say that the magnitude of
 24 this document is overwhelming. The average person has
 25 an extreme difficult time in figuring it all out, but

RESPONSES TO COMMENTS

Response to Comment No. 1 Senderhauf

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

Response to Comment No. 2 Senderhauf

Every effort has been made to make this EIS as understandable as possible, while still providing the appropriate scientific analysis to allow decision makers to make informed decisions. In accordance with guidance from the Council on Environmental Quality, simple summary information is presented in Section 2, details of the impacts are presented in Section 4, and more complex analyses are offered in the appendices. Each reader may choose to read the level of analysis that is appropriate to his or her familiarity with the subject matter.

RESPONSES TO COMMENTS

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1 thank goodness there are people in this room and people
2 that have devoted hours and hours, and I'm talking about
3 thousands of hours of man power, person power, to come
4 up with where we are today. And I would like to thank
5 the people of Custer County and the neighboring county
6 and the efforts that they have put forth, the
7 contribution of money, of hundreds and hundreds of
8 people. Not only in the local organizations, but the
9 national ones as well and I thank you.

10 I would like to take just a moment and say a
11 few things about noise. I am not going to go into the
12 dissertation of the work of it because it's beyond me,
13 and there are pros out there that have done a better
14 job. But I will say this, I have had the comments from
15 the military saying that, aren't we doing a great job?
16 There haven't been any complaints. I took it upon
17 myself to call the various organizations. I wrote the
18 commanding general at Buckley Air Force Base, General
19 Whitney and told him that we did have some complaints.
20 We rallied the troops, we came up with the numbers and
21 submitted 75 complaints that we came up with that had
22 never been addressed, so I would formally like to put
23 that in the record this evening.

24 I also have taken a look at the draft DEIS for
25 the last six years. There have been people, people --

Response to Comment No. 3 Senderhauf

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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1 the people have spoken. They have come in with their
 2 objections with the letters, they have come in with
 3 objections of concrete information and facts. I would
 4 like to resubmit the facts and the information that we
 5 have put together on behalf of you people of Custer
 6 County and our neighbors. And I'm going to tell you
 7 right now, this is not all of it. There is more.
 8 There's two more boxes that we have to submit. We have
 9 not submitted the letters that we have just recently
 10 got.

11 The draft EIS that has come out they have said
 12 to us that we would get the information from the Air
 13 National Guard regarding all the appendix and references
 14 in these documents. We have asked for a complete set of
 15 documents. You get the EIS, it makes reference. You
 16 don't have the reference material. We have requested
 17 that reference material. I have not had, that I'm aware
 18 of, a formal delivery of that information with the
 19 exception, that we found of the day before yesterday,
 20 that it is in the library in Canon City. I have then a
 21 second letter from the Air National Guard saying that
 22 they will supply me the documentation if I will send
 23 them a check for \$7,500. This is ludicrous.

24 I know that you only have \$250 billion to work
 25 with, but the people of Custer County and the

RESPONSES TO COMMENTS

Response to Comment No. 4 Senderhauf

The materials submitted by Mr. Senderhauf consisted of 16 3-ring binders occupying approximately 48 inches of shelf space. In general, these materials were the same materials, or consistent with such materials, received previously by the ANG from the Custer County Action Association during the scoping process for the EIS. All these materials were reviewed again and reconsidered to determine if any additional information useful to the preparation of the EIS was included. Because these materials were, in general, previously addressed as a part of the scoping process, and because of the large volume of paper involved, these materials are not presented herein with the public comments. Should anyone wish to have access to these materials, please contact the CAI EIS Program Manager identified on the Cover Sheet of this EIS.

Response to Comment No. 5 Senderhauf

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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1 neighboring counties are doing this for free. I think
2 you should do the same thing. I ask you to waive that
3 charge and put those documents in the hands of the
4 people here that are concerned about what you're doing.

5 I also called upon every elected official
6 throughout the state of Colorado that says, well, we all
7 have to take a hit. Then spread this over the state of
8 Colorado and don't let Custer County take the full hit
9 for the majority for the state of Colorado. Spread it
10 out.

11 The other comment that I will do in closing is
12 a fact that we have come to the table, the working
13 committee, and we said we will try to find you another
14 air burst range. I think it's up to you, the military,
15 to find that range. If you are unable to do so or
16 refuse to do so, we, the people, will help. We have
17 told you that time and time again.

18 The 13,000-foot elevation that was referred to
19 before is sea level. That is not 13,000 foot above
20 where we are sitting today. We are not saying it's
21 1,500 feet for the entire MOA. That is not true. I
22 would also like to point out in my letter to you, the
23 Federal Register volume number 61, number 81, Thursday,
24 April 25th, the President of the United States is
25 addressing the concerns of overflights of the various

Response to Comment No. 6 Senderhauf

The vast majority of current and projected sorties under the Preferred Alternative occur or will occur outside Custer County.

Response to Comment No. 7 Senderhauf

At this time, there are no issues that would lead to the immediate closing or reduction in use of the Airburst Range.

Response to Comment No. 8 Senderhauf

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 national parks and the insertion of such aircraft, I
 2 paraphrase, can interfere with wildlife, including
 3 threatened and endangered species, cultural resources,
 4 ceremonies, visitors', enjoyment at parks, including the
 5 ability to exercise natural sounds without the
 6 interruption of mechanical noise.

7 I'm not going to read it all, but I submit
 8 this in the record today and anything else that comes
 9 out along with this document we want included in the
 10 draft EIS and answers thereto along with MPRM 96-4
 11 Special Flight Rules of the Rocky Mountain National Park
 12 where we have eliminated overflights of commercial
 13 operations.

14 In closing, I didn't know why the drive was so
 15 strong to take on Custer County, but there is a
 16 document -- a newspaper article, the Denver Business
 17 Journal, it says, the Colorado Stealth economy. What
 18 are we really getting into? We want the hard, cold
 19 facts from the military, the contractors, as to what
 20 this may mean to us as well. Over \$3 billion was spent
 21 in the state of Colorado on that and it's located at
 22 Buckley Air Force Base, and we would like to have that
 23 information.

24 I'm sorry I don't have more time. After six
 25 years and seven thousand hours, to wrap it up in five

Response to Comment No. 9 Senderhauf

In order to allow everyone an opportunity to comment at the public hearings, a time limit of 5 minutes was established for each individual oral comment. After everyone had spoken once, individuals were given an opportunity to speak again in additional rounds in case the initial 5 minute period had not been adequate for an individual to complete their comments. This was repeated until everyone had given all their comments. No oral comment sessions ended with commentators indicating they wished to give further comments.

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1 minutes is just absolutely ridiculous.

2 EVA COLGATZ: I'm Eva Colgatz and I take
3 exception to Wilbur Miller saying it's only the new
4 people that live here. I grew up here and I love this
5 place. I lived -- spent 28 years in Minnesota and my
6 dream was to get back to the beautiful, beautiful
7 valley.

8 We just got back from taking a trip to New
9 Mexico, Arizona, California, Nevada and Utah. And let
10 me tell you, there is a whole of a lot of country out
11 there that doesn't have a beautiful thing in it that
12 they can fly over. They don't have to fly over our
13 beautiful mountains. I've seen the Swiss Alps and I
14 have seen Mount McKinley and none of them compare to our
15 mountains. And there is no reason for these people to
16 come in here and ruin our peaceful, peaceful valley.

17 The other day, I don't remember when it was,
18 there was a horrible amount of noise over our ranch. I
19 mean it went on and on and on, so we went out to
20 see what in the world was going on. Was it third world
21 war happening? No, it was big fighters and big tankers
22 fueling over our ranch. So we go in and turn on the
23 news at 9:00 and it's all the dignitaries in Denver
24 thought how extraordinary, wonderful and interesting it
25 was because they were filling Canadian airplanes over

Response to Comment No. 1 Colgatz

The use of other training areas was examined as part of the development of the alternatives studied in detail in the EIS in Subsection 2.3. The proposal was designed to minimize conflicts with potentially sensitive areas while providing the training resources necessary to meet military readiness requirements. Specific narrowing criteria for the selection of military training airspace (see Subsection 2.3.3 in Volume I) were used to evaluate other locations, and no alternative training areas were identified that could be substituted for the airspace configuration proposed in the alternatives studied in the EIS.

The primary user of the airspace included in the Colorado Airspace Initiative is the 140 WG based at Buckley Air National Guard Base in Aurora, Colorado. Because of limited resources and aeronautical constraints, virtually all of our nation's fighter units train in airspace that is within a "tank of gas" of the aircrews' base.

Response to Comment No. 2 Colgatz

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 our ranch. Now, this is stupid. There is plenty of
2 country in Canada if they want to fly over and fill
3 their planes. Why do they have to do it in our area.

4 I came here and I wasn't going to talk, but
5 the more I see all this stupidity and nobody will
6 listen. You might just well talk to a pile of dog dung
7 at what you get out of talking to the United States
8 government. And there is one person in Colorado that
9 can stop this and that is that wonderful Governor Romer
10 and he doesn't have the guts to do it.

11 He was student body president when I was in
12 college and he hasn't changed a bit. And if he thinks
13 he's going to get president, he isn't going to be any
14 better than he was as student body president. Thank you
15 very much.

16 KEN HUDSON: I'm one of the people that
17 Doctor Miller was talking about. I have been in the
18 valley for less than five years. I own 35 acres in
19 Westcliffe. I'm Ken Hudson. We also live in
20 Silvercliffe.

21 35 years ago I worked for a summer in Central
22 City. At that time I commented that this state was a
23 beautiful place and that I would like to retire out
24 here. One, because of its beauty; two because of its
25 cleanliness; and three, because it's quite. Someone

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1 said the aircraft are only going to fly above 13,000
2 feet above the sea level. If that's the case, then my
3 comments really don't mean anything. I don't have
4 anything to worry about. But when we moved to Colorado
5 a year and a half ago we moved into a state of
6 semi-retirement and as time passes I plan to continue to
7 enjoy my retirement by taking up some hobbies and
8 pursuits that have been postponed over the years.

9 These include flying and raising -- flying and
10 -- these include designing and flying of kites and
11 raising of homing pigeons. I'm concerned our little
12 aircraft and the effect that they may have on my
13 pigeons. If they would possibly would interfere with
14 the breeding habits or whether they would interfere with
15 their flying time.

16 Also I'm concerned with the possibility of a
17 pigeon being in the path of an aircraft if it comes down
18 flying low. If an aircraft injures one of my pigeons,
19 it's not going to do the aircraft any good and it's not
20 going to help my pigeons at all. What sort of
21 reparations do I get if your aircraft damage my kites or
22 injure my birds?

23 RAY KOCH: My name is Ray Koch. I know
24 a lot of you here. I'm like Wilbur. My grandparents
25 came here in the 1870s. I was born in this valley. I

Response to Comment No. 1 Hudson

Compensation for damages associated with aircraft overflights is handled on a case-by-case basis. If damage occurs, affected citizens should contact Peterson AFB. The address is: 21 SW/JAD, 616 Mitchell St., Suite 540, Peterson AFB, CO 80914-1154. The telephone number is (719) 556-4871.

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1 came back to this valley and I think that qualified me
2 to at least understand what goes on around here. And a
3 little bit about animals, I have hunted like these
4 gentlemen every beast that is here in the valley,
5 including some that I wasn't supposed to hunt.

6 Be what it may, it's a privilege to be back
7 here and as I say, I trace my heritage all the way back
8 and the ironies that come up in these meetings like this
9 are such that can't help but comment on them. One of
10 the facts that we were talking about, my people came
11 across on ships and trains, finally got to Chicago, then
12 Chicago to St. Louis. Came here to the valley in
13 covered wagons, now the German Air Force is flying in
14 British jets across the big water and, of course, going
15 to be coming up into the valley for training from their
16 new base in Armagado. Isn't that ironic?

17 One of the other ironies that I find somewhat
18 disappointing here and that is the fact that effectively
19 I sat there last night, as was mentioned by an earlier
20 speaker, Pat Richmond, and heard the same input from the
21 gentleman in the back of the hall who is responsible for
22 developing the DEIS, that our credentials don't matter.
23 No matter what we have done we have no basis, no
24 standing.

25 Well, I'll take two or three of my

Response to Comment No. 1 Koch

German Air Force (GAF) aircraft are not part of the Colorado Airspace Initiative (CAI) proposal. All potential users of CAI proposed training airspace are included in Section 2, Section 4, Appendix E, or Appendix N of the Draft EIS. Any future use of CAI airspace by GAF aircraft would require appropriate environmental documentation.

1 credentials. Apparently somewhere along the line
2 someone must have thought that they stood for
3 something. Came from a naval aviation background. I
4 know a lot about aircraft. I have bachelor's and
5 master's degrees. My company thought well of me to
6 assign two ex-colonels and two retired majors who worked
7 with me as the team leader to develop the Titan ICBM-1
8 or pilot's handbook. We developed that, validated it,
9 verified it, went around the country.

10 My company thought highly enough to send me in
11 with a crew and we had a hang fire in a tunnel at an Air
12 Force base. Fortunately, everything worked out fine.
13 My company also thought well enough of me to assign me
14 as the chief systems engineer on the Skylab program with
15 NASA in Huntsville, Alabama where I helped design and
16 develop some of the solar rays and activities that were
17 involved in saving that mission when we thought we lost
18 it because of a solar ray peeled away.

19 My company thought well enough of me to send
20 me to another division, assigned me to a naval program
21 which was responsible for developing a major launcher,
22 the naval vertical launching systems. I received
23 commendations from the Navy, from the Air Force, from
24 NASA. I then was assigned to the FAA for the National
25 Air Space System update program which is a multi-billion

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dollar activity associated with assuring that the update of the FAA proceeds in the safe and engineeringly sound manner.

They thought -- the FAA corporation thought well enough of me to assign me as the manager of configuration. Management, trying to put together a definition of what was out there. What exists today.

What you found in the various regions multiple difference, functional differences and I received a commendation from the FAA. But I recognize that apparently the gentleman responsible for the DEIS that my credentials are no good. So I'm sorry about that. Really sorry.

But what I would like to touch on very briefly, I could go into lots of areas here because like several of you here, I work long hours, didn't charge anyone except myself for all that I put in on this activity. Trying to come up with better solutions then what we've talked about here today to allow the Air National Guard to continue to train. I worked on oversight teams trying to improve the safety of some of the aircraft that are being flown here and I certainly support the training activity. But we've got to do it in a place and in a manner where we don't destroy something that cannot be rebuilt.

Response to Comment No. 2 Koch

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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1 I would like in the last 30 seconds to touch
 2 on something that is a real concern to me and should be
 3 to all of you including our Air Force guests, the fact
 4 that this valley is very, very dry, in fact, this part
 5 of the state is extremely dry. As I go through the
 6 DEIS, I find that 90 percent of the aircraft that will
 7 be flying in this area will be equipped with flares and
 8 they use the flares in the training activities. And I
 9 went to Canon City yesterday -- who said we can't afford
 10 the \$7,000 to get back what Bob was talking about and I
 11 dug out the technical manual, the design and performance
 12 specifications on the flare system. Reviewed that, went
 13 through the failure mode and effects analyses that were
 14 done and looked at the numbers and then looked at the
 15 number that were in the DEIS in terms of potential
 16 accidents.

17 What was not done, they did not actually
 18 calculate mathematically the potential failures, even
 19 though these things look a lot like another system, have
 20 a nearly 97, 98 percent performance design capability.
 21 There are failures that will occur and can occur,
 22 failures of judgment. On the part of the pilot if he is
 23 not above 2,000 feet when he releases the flares and
 24 just automatic flares in failure of the ordnance, of
 25 devices themselves, and the document describes some of

RESPONSES TO COMMENTS

Response to Comment No. 3 Koch

The fire potential associated with aircraft overflights is generated from the potential for an aircraft crash or the use of flares in training. The EIS evaluated the potential for an aircraft crash resulting from the proposal. This evaluation determined that the likelihood of an aircraft crash would be very low. Therefore, the potential for a fire resulting from an aircraft crash would also be very low. In fact, military accidents have declined in the past decade, as described in the February 1996 report of the General Accounting Office, an organization under the U.S. Congress.

Authorized users of the airspace have proposed the continued use of flares in their training. However, the flares would not be released below 2,000 feet AGL. Once a flare is released, it ignites immediately. The burn time for a flare is approximately 4.0 to 4.5 seconds. In those 4.0 to 4.5 seconds, the flare falls approximately 500 feet. This leaves a safety margin of approximately 1,500 feet to allow for a flare that burns for more than 4.5 seconds to extinguish itself. The 140 WG has no knowledge of any fires being caused by flares released during current training missions by any aircraft utilizing Colorado Airspace Initiative airspace.

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1 those failures.

2 I thought it was kind of ironic, apparently
3 the Air Force person who was reviewing the document
4 before me didn't see things the way I did. Down at the
5 bottom he had written, this is expletive deleted about
6 the conclusion that the writer apparently had reached.

7 So be what it may, we don't want fires. We'd
8 like you to do all you can to keep from -- team with
9 us. The governor says, no bonfires, let's have no
10 flares.

11 PEGI ALBERTS: Hi, I'm Pegi Alberts.

12 I'll make mine short and sweet so we can make up for
13 some of the lost time. My husband and I are new
14 residents in Westcliffe, within the last years -- my
15 husband and I are new residents to Westcliffe in the
16 last year and my husband is a consultant for PTI so he
17 deals with just about every business owner in the
18 valley.

19 We have a real concern on how the MOA is going
20 to impact the economics of the new valley here. Saying
21 we have 8,000 property owners, but we have 2,000 people
22 that live here year round. Now, the MOA coming in, I
23 think it's going to distract from all the people who are
24 going to come here for recreational purposes, the
25 property owners are going to try to dump their property

Response to Comment No. 1 Alberta

The use of other training areas was examined as part of the development of the alternatives studied in detail in the EIS in Subsection 2.3. The proposal was designed to minimize conflicts with potentially sensitive areas while providing the training resources necessary to meet military readiness requirements. Specific narrowing criteria for the selection of military training airspace (see Subsection 2.3.3 in Volume I) were used to evaluate other locations, and no alternative training areas were identified that could be substituted for the airspace configuration proposed in the alternatives studied in the EIS.

The primary user of the airspace included in the Colorado Airspace Initiative is the 140 WG based at Buckley Air National Guard Base in Aurora, Colorado. Because of limited resources and aeronautical constraints, virtually all of our nation's fighter units train in airspace that is within a "tank of gas" of the aircrews' base.

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1 on the market, it's going to ruin the value of the
2 properties that people own now.

3 The businesses are going to suffer because
4 they rely on the seasonal -- you know, business that
5 comes in through the summer and the hunting seasons and
6 whatnot, and I think this is going to impact our whole
7 community and it's just continuing effect one after the
8 other.

9 I think you need to stop and look at the whole
10 effect and I don't think that they have done this. I
11 don't think, in my opinion, from what I've heard from
12 the community that they have addressed the issues that
13 are concerns to this community nor have they listened to
14 our concerns. Thank you.

15 MARY ANN FLOOD: My name is Mary Ann
16 Flood and I'm a member of the Citizens Alliance. I was
17 a member of the Working Group committee and I'm a United
18 States citizen. And according to the draft
19 environmental impact statement, I seem to be
20 noise-sensitive land use receptor. I think that
21 typifies the kind of jargon and impenetrability of that
22 document and one would need a backhoe to get through the
23 language.

24 First I want to say, again, I must protest on
25 behalf of all of the people who live in Gardner and who

Response to Comment No. 2 Alberts

In order to address concerns regarding possible devaluation of real estate, the EIS evaluated historical data for property values. This analysis compares counties within the study area for the CAI, including those areas with currently utilized military airspace, to counties outside the study area. The results indicate that all counties experienced increases in property values. Further, in terms of median property values, counties within the study area for the CAI increased 99.71 percent compared to counties outside the study area, which increased 57.74 percent. Whereas a report published by the Federal Aviation Administration concludes "that noise has been shown to decrease the value of property by only a small amount--approximately 1 percent decrease per decibel (DNL)," this analysis applies to airport/airfield environments and not land areas underlying military training airspace. Therefore, although it is not possible to absolutely conclude that counties experiencing military aircraft overflights incur any greater change in real estate values than counties not experiencing similar overflight activity, it is not likely that real estate values would drop as a result of the CAI.

Response to Comment No. 3 Alberts

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 1 Flood

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

1 could not make it here. That there have been no
 2 official meeting in Gardner about this issue and it's
 3 smack dab in the middle of the La Veta MOA. We had no
 4 formal scoping hearing and we had no public comment.
 5 And it's in the middle of calving time and irrigation
 6 time, only people could not make this meetings which I
 7 think is a great problem.

8 I had some comments I was going to make, some
 9 of them were already made, but as a member of the
 10 Working Group Committee this was a very touted process
 11 that it was one of the first times that politicians,
 12 citizens, members of the military along with experts in
 13 fields of wildlife, the FAA were all going to sit down
 14 at the table and come up with a solution or try to come
 15 up with a solution, and we worked for a very long time
 16 hashing out all these things about air highways and
 17 regulations and we can't do this because of that.

18 I'm very distressed to see that the proposal
 19 that we came up with is not even considered as one of
 20 the viable alternatives. When you look through the
 21 draft environmental impact statement, where do you find
 22 this document? You find it in the appendix. When we
 23 submitted this -- our basic views, we felt that it was a
 24 complete document to be taken in its entirety, and
 25 although the governor did see -- did approve about 15 of

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Response to Comment No. 2 Flood

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 3 Flood

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

1 our 18 points. The three that he did not recommend, the
2 elimination of air burst C, elevation rates, and the
3 number of sorties were actually our major concerns. So
4 to us this actually represents the majority of the
5 problem. So I think that the location -- the whole
6 justification for the La Veta MOA being that it's needed
7 because of the air burst range, I cannot stress too
8 strongly how often we were told that this air burst
9 range was going to be obsolete in three to five years.

10 And early documents of the military said that
11 the La Veta MOA was only moderately useful,
12 environmentally saturated and that suitable land had
13 been targeted to the southeast of Pueblo. And I still
14 believe that now is the time to begin looking for
15 another air burst range. There is no need for this
16 plan. It's going to be obsolete before we ever finish
17 the process of the EIS. And that we -- the money that
18 we have been spending on this EIS process would be very
19 well spent purchasing a new air burst range some place
20 else. \$1.5 billion or more will go a long way.

21 And I also want to say that I know this is a
22 radical idea, but I must say it again, I believe that
23 the branches of the United States military must and
24 should learn to cooperate and begin to use jointly the
25 land and the air space above existing military bases and

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Response to Comment No. 4 Flood

At this time, there are no issues that would lead to the immediate closing or reduction in use of the Airburst Range.

Response to Comment No. 5 Flood

Even though the LaVeta and Airburst MOAs are smaller than the optimum size recommended by the United States Air Force Master Plan, they perform a valuable function in allowing aircraft to accomplish some training events, for example, ground to air threat avoidance and airspace to regroup for tactical entry to the Airburst Range.

Response to Comment No. 6 Flood

Cooperation between military branches for the purposes of training and the use of training facilities is currently practiced.

1 have joint maneuvers. And if you begin the practice in
 2 peace time then I think one's efforts in times of war
 3 will be much more effective. That we will not be
 4 shelling our own troops and we will not need to use a
 5 credit card to call to Washington, as in Grenada, to get
 6 a bombing to occur. I think more cooperation will go a
 7 long way.

8 So finally I also have to protest what I
 9 believe is hideously flawed scientific study and
 10 so-called draft environmental impact statement. And to
 11 paraphrase Mark Twain, he says something like, there are
 12 lies, there are lies, and then there are statistics. I
 13 think this falls in that latter category. I think it's
 14 a flagrant abuse of the NEPA process. And some of the
 15 points we stressed as Working Group Committee members to
 16 assess the cumulative impact.

17 And, again, I have to harp like everyone else
 18 on the noise study. They took the least noisy aircraft,
 19 the F-16. We understand the C-111 are 12 times louder
 20 than the F-16. We do not see the cumulative impact of
 21 actual simulated wartime maneuvers using four to eight
 22 jets at a time, hours a day in this document. Thank you
 23 very much.

24 And in concluding I want to say as a citizen,
 25 I would like to demand an extension of the 60-day

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Response to Comment No. 7 Flood

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 8 Flood

The analysis included all aircraft types for each alternative (see Appendix N), and accounted for multiple aircraft and multiple passes.

Response to Comment No. 9 Flood

The Council on Environmental Quality provides guidelines for the preparation of Environmental Impact Statements, and the review of EISs by the public and various government agencies. These guidelines direct agencies to "allow not less than 45 days for comments on draft statements" (Section 1506.10 of these guidelines). The comment period for the CAI Draft EIS officially opened March 29, 1996 with the Notice of Availability published in the Federal Register. The initial mailing of the statement to over 750 addressees was accomplished on March 20, 1996 prior to the NOA. The close of the comment period was initially published as June 5, 1996 (68 days), and then extended to July 12, 1996 (105 days).

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1 comment period because so many people were unable to
2 participate because of the location of the meetings.
3 And also I would like to pull for an official
4 congressional review of this entire process and please,
5 please write letters, get your neighbors to write
6 letters. Thank you very much.
7 (At this time there was a change of stenographer.)

8 JOHN RANDERSON: My name is John
9 Randerson and I'm from Rye, Colorado. My wife and I
10 have a small ranch there and we have horses and we have
11 sheep and we have the pastures for cattle, and we like
12 it. And we love it. I'm an ex-pilot myself and I've
13 been around the world.

14 I want to speak for someone who hasn't been
15 spoken for yet. I find it very sad to find the
16 confrontation that's going on. Rather than a dialog, I
17 fear for the Freemen -- Montana Freemen kind of
18 attitude. I would like to speak for the GI in the
19 foxhole and the GI that's in the trench and the GI who
20 is dependent on these kind of guys who aren't afraid of
21 strapping 2,000 pounds of motor on them and going up in
22 the dark of night or in the rain or whatever the hell it
23 is and going in and protecting those guys.

24 I don't know which ones of you has grandkids
25 that are going to fight in the next war. I don't know

Response to Comment No. 1 Randerson

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 which one of you have been in Korea and have been in
 2 Viet Nam or World War II veterans and understand what it
 3 means to have air superiority. You have watched Desert
 4 Storm. There is one very good reason why the Air Force
 5 did so well in Desert Storm and that is because the
 6 United States Air Force and its arms, and I speak now
 7 the National Guard and of the Reserve, are the best
 8 trained people in the world.

9 Now, I'll tell you what. What you said about
 10 the EIS being cockeyed has a lot of merit. You ought to
 11 be congratulated on the fact that you no longer have the
 12 412 MTR flying in here. You won one Westcliffe and I
 13 never heard you say hooray. Not only that, but you won
 14 another one and you haven't got a MOA over from you.
 15 The MOA starts to the east of you. I'm from Rye, I
 16 share it.

17 Now, I'll tell you what, I'm a cellist and I
 18 love silence except for Bach. But I even turn Mozart
 19 off when a meadowlark sings. Everyone has some kinds of
 20 noises and they are pleasant noises. Let me tell you
 21 what are pleasant noises. The internal combustion
 22 engines, I like to turn my key and drive a motor, if you
 23 will, into Pueblo and do my shopping. I'm not afraid
 24 of good noises and when the Guard flies over me, and
 25 they don't fly anything lower now than 13,000 MSL, and

continued

1 at my location maybe that's 5, 6, 7,000 feet and it's
 2 the same for Westcliffe who are under the same -- no, in
 3 fact, you are out of it. Silvercliffe, I meant to say.
 4 Or Gardner. I like it because I know those guys are up
 5 there training.

6 Now, you've forgotten part of the equation and
 7 part of the equation is an ultimate selfishness that
 8 says, I want mine so badly that I'm not going to be a
 9 good citizen. Nobody wants you to be impinged on and
 10 have your rights taken from you. I'll grant you that.
 11 But nobody wants to have a blunting of what we have best
 12 in this country, which is the strongest and best
 13 military.

14 They are not perfect and there are a couple of
 15 wild cards maybe, they are still 21 years old and they
 16 are driving too fast as you and I did when we first got
 17 in a motor car, and as I did, I flew too low in an F-80,
 18 40 years ago. That's okay, call the general. Call
 19 General Whitney and say, look, General, and give it to
 20 him. He has regulations and he's got to obey them and
 21 if he doesn't, I'll come on him myself.

22 I'm telling you, there are checks and
 23 balances. I'm saying to you I hope neither side wins.
 24 I hope that the National Guard doesn't win entirely
 25 because that's the ultimate selfishness to fly anywhere

RESPONSES TO COMMENTS

Response to Comment No. 2 Randerson

The ANG takes the public's concerns about pilot accountability very seriously. Any misconduct by a military pilot is a serious matter. If a member of the public is experiencing any problems with the military's operations in any of the airspace in an area that affects a person directly, the public affairs officer at the nearest military installation should be contacted immediately, or call (800) 582-8507.

The Federal Aviation Administration and each military service have very strict rules to ensure pilots stay within defined training airspace. The rules govern minimum altitudes, maximum speed, and type maneuvers that can be performed inside and outside designated training airspace. Military commanders have the authority to suspend pilots who willfully violate flight rules, such as flying outside designated training airspace. The military closely manages the airspace they use to ensure they do not exceed planned parameters.

1 they want at any time they want and scare the hell out
2 of anybody including babies and buffalos, whatever it
3 is.

4 I hope that the people that are so
5 peacenik-oriented and tree-hugging oriented don't win
6 either, that they lose sight of the first duty of the
7 nation is to protect its citizen from foreign intrusion
8 or foreign interest like we had to do with Saddam
9 Hussein. Because if you do, you're going to deny this.
10 Let's have more dialog and less slap at the holster and
11 talk about lawsuit and try to disengage from the United
12 States like the Freemen up there which are beyond the
13 bounds of which a normal citizen should do. Let's
14 talk. They need training, you need peace, there's got
15 to be a way. Thank you.

16 MICHAEL CAREY: I didn't disagree with
17 him, as far as the fact that we want a strong nation, we
18 want our defenses to be as strong as they can be, but
19 one thing this EIS does not do and I think the Custer
20 County Action Committee has in their scoping meetings
21 and before address the premise which the EIS doesn't
22 begin to address, which is that first off, low-level
23 flights are passe.

24 That was not the type of flying that was going
25 on over in the Persian Gulf and it was just very much

RESPONSES TO COMMENTS

Response to Comment No. 1 Carey

Low-altitude flights allow pilots to learn to avoid detection and to survive in combat. Low-altitude flying provides a significant operational procedure through which detection can be minimized. Training is essential to acquire the skill to use this procedure. Specific combat conditions that allowed high-altitude operations in the Gulf War may not exist in future conflicts. The need for this training is required by Air Force training regulations.

1 like was said at 300 feet at 45 could take a jet out.
 2 The type of flying that's going on at low levels is --
 3 I'm sure it's a lot of fun, I'm sure it's educational,
 4 but the fact remains from my understanding the modern
 5 warfare is moving away from low-level flights
 6 completely. And furthermore, if I understand the
 7 direction that the Air Force is going in, they're moving
 8 towards unmanned flights. So there is just a period of
 9 time here before they're going to have aircraft that can
 10 go at force that a human body cannot begin to withstand,
 11 and so the type of training we are talking about is
 12 short term anyway.

13 I think also that we have to look at the fact
 14 that there is a fallacy here also that there isn't
 15 sufficient air space for the National Guard as it exists
 16 and I think this has been addressed previously as well.
 17 So when we get to DEIS, of course, it's not addressing
 18 those particular issues, but I think that again talking
 19 about the dialog that was mentioned a moment ago that
 20 was needed between the two parties, that does have to be
 21 looked at. And the expansion is really unwarranted and
 22 I believe that it can be worked out.

23 I think that I'm going to reiterate the fact
 24 that the quality of life in this community is definitely
 25 at risk and I think it's fair to say that most of the

RESPONSES TO COMMENTS

Response to Comment No. 2 Carey

The Colorado Airspace Initiative is not an expansion of airspace, but rather a modification. In many cases, this modification actually results in a reduction of airspace and/or number of sorties flown. The need for the Colorado Airspace Initiative is presented in Subsection 1.3 of the EIS.

Response to Comment No. 3 Carey

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

RESPONSES TO COMMENTS

Response to Comment No. 4 Carey

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

Although Ldn is called an "average," it represents the total sound occurring within a 24-hour period, and is often described as a "cumulative" measure of impact. It has been shown to properly account for individual loud events of the type that may occur with military aircraft operations. However, while Ldn measures the total effect of all events, it does not describe the sound level for individual events. Whereas the Draft EIS presented some descriptions of individual aircraft noise events, the Final EIS has been modified and now presents additional discussions of individual aircraft noise events and maximum sound levels that are useful to evaluate potential impacts.

Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Airspace Initiative.

Response to Comment No. 5 Carey

The approach used in the EIS has been modified. The Federal Interagency Committee on Noise (FICON), representing a variety of Federal agencies with a mix of concerns associated with aircraft noise, reviewed aircraft noise analyses issues in 1992. This committee's report (FICON 1992) continued an approach to evaluating relative impacts associated with aircraft noise that has been recognized by noise analysis experts as the most widely endorsed and comprehensive approach to aircraft noise analysis available. This approach to noise analysis was incorporated into the analyses associated with the Draft EIS. In general, Federal land use compatibility criteria are derivatives of guidelines first devised for land near airports. All land use compatibility is based on the use of Day-Night Average Sound Level (abbreviated as DNL or Ldn) as the descriptor representing community noise environments. The

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1 people that were present here do feel that the noise,
2 the quality of life that we experience here is
3 threatened, that the fallacy of this particular study
4 when it used a 24-hour rule and said that 65 decibels
5 was an acceptable level is completely false and this has
6 to be addressed.

7 And I think that we are not just talking about
8 human beings, I think that anybody that has watched
9 antelope -- I don't know what the impact would be on
10 deer, but I've watched antelope and I truly believe that
11 antelope would be very adversely affected. And I can't
12 speak about elk, but from my observation as few times
13 that I have seen them, I also believe that they would be
14 spooked by the low-flying aircraft.

15 So I think that it is safe to say that at this
16 point there has been a lot of work put in on both sides
17 to try to make this go one way or the other. And I
18 think the most fearful part of this is the perception
19 that we have a -- we have a machine that has been put
20 into motion and it seems to be completely out of
21 control, and it's going for one complete conclusion and
22 there doesn't seem to be -- this seems to be more of a
23 formality. It seems to be more of an attempt to
24 placate.

25 In fact, I would say for the most part my

RESPONSES TO COMMENTS

criteria treat areas below DNL 65 dB as compatible for all uses, including residential, and they treat DNL 65 dB as a threshold for significant exposure. There is no generally accepted method for treating rural areas differently for these purposes.

However, many EIS reviewers, including some members of the Federal regulatory community, felt the application of the FICON standards, and the 65 dB threshold, to a rural setting was inappropriate for such areas with more quiet ambient noise conditions. Consequently, the use of the 65 dB threshold as the sole means to assess relative impacts or the acceptability of noise levels associated with aircraft operations addressed in the EIS has been modified and the analysis now includes additional information to evaluate potential impacts.

Response to Comment No. 6 Carey

Studies conducted on wildlife have shown that numerous wildlife species have the ability to adapt to the presence of man and various man-made sound sources, including jet aircraft noise. While the noise generated from low-altitude military overflights may be initially startling, habituation to jet aircraft noise occurs with most wildlife species. Species-specific responses to low-altitude overflights vary considerably, and responses from individual animals may have the potential to cause injury. However, wildlife populations are usually affected only when a variety of factors work in combination to impact them, including declines or fluctuations in the availability of a food source, habitat destruction or alteration, predation, hunting, trapping, poaching, disease, or inclement weather, rather than noise alone. Normally, it would be unrealistic to predict or attribute any wildlife population declines to a single stressor, such as noise. In addition, no published scientific evidence was identified that indicated harm may occur to wildlife as a result of exposure to the levels of noise generated by military aircraft that would utilize the airspace associated with the Colorado Airspace Initiative.

Response to Comment No. 7 Carey

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 observation in talking with a number of people, they
 2 thought it had gone away. They were really unaware that
 3 this issue was going on. So I think the process is we
 4 did ask for the EIS. It was something that money was
 5 spent as directed, this was actually a request that
 6 someone said it wasn't, but the point is that, again, I
 7 think that we are looking at a direction here that has
 8 to be looked at again. It has to be improved upon
 9 because there isn't going to be a really peaceful
 10 environment in this valley if this plan goes through,
 11 and I can't speak for La Veta and other areas because I
 12 think they are already under this MOA, but the fact
 13 remains is that the quality of life here is very much
 14 dependent upon the quiet.

15 And for some people like myself when a car
 16 drives by, actually that's a little bit annoying to me
 17 so I'm sure that particular standard if I had done the
 18 study, I think you can understand the 65 decibels
 19 wouldn't have passed the muster and I might have put it
 20 at 35. So there has to be a better way for this entire
 21 process to work out, and I hope that on both sides that
 22 we do have a profitable solution that the country does
 23 remain strong and we do have the training for the
 24 National Guard.

25 We acknowledge the fact that these people are

RESPONSES TO COMMENTS

Response to Comment No. 8 Carey

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

-8

Response to Comment No. 9 Carey

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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1 dedicating their lives for keeping this country strong.
 2 We do appreciate that. I think the other side of it is
 3 that this particular process as far as we can tell and
 4 from the people we have talked to, they have not
 5 admitted that there is any kind of impact that is going
 6 to occur in our lives. And someone else just a moment
 7 ago said the EIS study lacks common sense. And so how
 8 can you have trust in the process if this isn't
 9 apparent, if there isn't at least acknowledgment of the
 10 problems that are apparent in this entire study, so
 11 that's what I have to say. Thanks.

12 DANIEL FOX: Here is my response to the draft
 13 environmental statement on the Colorado air space
 14 initiative. As a hard-working, taxpaying citizen I'm
 15 appalled at the process involved in this initiative. It
 16 took three professional agencies on the side of the
 17 National Guard three years to prepare this huge
 18 document, then the document is given to the taxpaying
 19 public to review and comment on in six short weeks.

20 The majority of our energies going to paying
 21 the taxes are paying for the document on an issue that
 22 is pretty much an obsolete issue as the people have
 23 said. Now, we have to come up with the energy to
 24 decipher the jargons, tables, study process, repetition,
 25 contradictions that the EIS is full of. And I have like

RESPONSES TO COMMENTS

Response to Comment No. 1 Fox

The Council on Environmental Quality provides guidelines for the preparation of Environmental Impact Statements, and the review of EISs by the public and various government agencies. These guidelines direct agencies to "allow not less than 45 days for comments on draft statements" (Section 1506.10 of these guidelines). The comment period for the CAI Draft EIS officially opened March 29, 1996 with the Notice of Availability published in the Federal Register. The initial mailing of the statement to over 750 addressees was accomplished on March 20, 1996 prior to the NOA. The close of the comment period was initially published as June 5, 1996 (68 days), and then extended to July 12, 1996 (105 days).

1 six points here.

2 The noise study is based on the 24-hour

3 average within flyover in an area with noise comparable
4 to living near a major airport or commercial area of a
5 city. Do the professionals that prepared these

6 documents have a clue as to where this controversy lies
7 in this issue? My question is, how does a "Shultz

8 Curve" relate to the quiet rural setting where the
9 Colorado air space initiative is proposed?

10 The noise study also totally ignores the
11 impact of multiple flights which will be generated by
12 the CAI based on sortie numbers. It seems like the
13 professionals who did this study would have taken this
14 into consideration. Why didn't they? In the NEPA
15 process it is illegal to ship the cost burden of the
16 proposed action to low income minority areas.

17 The Colorado Air National Guard is stationed
18 in Buckley field in Aurora, Colorado. This area
19 receives billions of dollars from the Federal
20 Government, our tax dollars, to operate. We here in
21 rural Custer County do not see a dime of the money, just
22 the pollution created by the actions initiated
23 elsewhere. This is illegal. Can you explain how the
24 CAI is above the law? Executive order number 12898

25 issued February 11, 1994.

RESPONSES TO COMMENTS

Response to Comment No. 2 Fox

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

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Response to Comment No. 3 Fox

The Schultz curve has been updated and validated several times since its original publication. The methodology has been shown to be appropriate over a wide range of conditions, including military aircraft noise in rural areas.

Response to Comment No. 4 Fox

The noise analysis accounted for all operations, including multiple flights.

RESPONSES TO COMMENTS

Response to Comment No. 5 **Fox**

A discussion on environmental justice has been added to the Final EIS. This new discussion may be found in Subsection 4.19. The concept of environmental justice addresses the issue of determining if actions of Federal agencies disproportionately impact the human health and environmental conditions in minority communities and low-income communities. The majority of the airspace associated with the alternatives addressed in the EIS has been in existence for many years and the changes being proposed would not significantly alter the current configuration. Environmental justice issues would be more relevant for new airspace, which occurs primarily in the southeastern portion of the State of Colorado. This new airspace does not affect any single minority group and overlies a wide variety of socioeconomic conditions.

Response to Comment No. 6 **Fox**

The operation of the 140 WG out of Buckley Air National Guard Base in Aurora has an obvious economic impact for the immediate surrounding communities. In 1994, the payroll for the Colorado Air National Guard personnel stationed at Buckley exceeded \$34 million and local expenditures, primarily contracting and purchasing, were almost \$22 million. The State of Colorado collects property taxes from the men and women who work at Buckley and live in the community, and collects sales tax dollars from all purchases made within the State by ANG members. These revenue sources are a part of the general funds for the State which are distributed on a yearly basis by the General Assembly to every county in the State.

1 Economics. I've lived in Custer County for 12
 2 years. Six of them directly under MTR-12. The number
 3 of sorties in the past three years has been greatly
 4 reduced. Obviously, this is to put the public to sleep
 5 over the CAI. Is this because the noise generated by
 6 the flyovers is bothering somebody? The sortie numbers
 7 over the last five years have been so low Custer County
 8 has been an economic boom.

9 Please show me that there is no relationship
 10 between the sortie numbers of eight years and the sortie
 11 number of the past two years relative to the economic
 12 prosperity we have seen in these same years. There is a
 13 direct link to the quality of life that has been sought
 14 here and the hardships of the quality of life that CAI
 15 will bring. That link will affect the economies of the
 16 areas under the CAI.

17 The use in the last two years of the La Veta
 18 MOA and adjacent MTRs should be used as a basis of the
 19 nonaction alternative. This must be working right now
 20 as adequate training for the ANG. Why then are we even
 21 going through this process and wasting the taxpayers'
 22 time and money? And also it has been brought up that
 23 there is a squadron of the German Air Force being
 24 stationed at Aleman Air Force Base in New Mexico. Are
 25 they going to be allowed to train here in the state that

RESPONSES TO COMMENTS

Response to Comment No. 7 Fox

Under the Preferred Alternative, VR-412 would be eliminated.

Response to Comment No. 8 Fox

The frequency of training flights that have been observed by the public represent normal operations needed to fulfill USAF training requirements.

Response to Comment No. 9 Fox

Since 1970, many Colorado counties, including Custer County, have experienced an increase in total population, the number of housing units, property values, and the general local economy. Because many factors contribute to socioeconomic conditions and no absolute link between aircraft overflights and economic changes can be determined, it is not possible to conclude that an increase (or decrease) in building activity is directly attributable to a change in the number of sorties flown. Custer County appears to have experienced growth during periods of high and low aircraft activity levels. A review of socioeconomic conditions across the entire CAI study area does not reveal widespread, repetitive, or consistent patterns. For example, while some counties may have experienced an increase in population, housing, and employment, other counties may have experienced a decrease in these conditions. Additionally, some counties may have experienced a combination of growth in population and housing but a decline in local economic conditions.

Response to Comment No. 10 Fox

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

RESPONSES TO COMMENTS

Response to Comment No. 11 **Fox**

The baseline sortie numbers, published in the Draft EIS for the No-Action Alternative, are representative of typical annual use of the La Veta MOA. For example, annual usage for La Veta MOA for 1994 was 985 sorties and in 1995 was 994 sorties. The low utilization from 1991 to 1993 was due to the 140 WG conversion from the A-7 to the F-16 aircraft.

Response to Comment No. 12 **Fox**

German Air Force (GAF) aircraft are not part of the Colorado Airspace Initiative (CAI) proposal. All potential users of CAI proposed training airspace are included in Section 2, Section 4, Appendix E, or Appendix N of the Draft EIS. Any future use of CAI airspace by GAF aircraft would require appropriate environmental documentation.

1 has the most advanced worldwide intelligence gathering
2 systems ever developed? I think our military leaders
3 should sit down with a few history books and have some
4 serious discussions about this.

5 There's been nothing said about the safety and
6 the crash cleanup. Is there a protocol for the
7 hazardous waste cleanup after an inevitable crash of
8 these numbers of aircraft flying at 500 miles an hour at
9 300 feet above ground level? Who's responsible for the
10 loss of life, property caused by the crash?

11 In conclusion, I would say that letting an
12 agency do their own environmental impact statement
13 should be illegal unless it already is. The outcome of
14 such a shenanigan is predictable. Please tell me how an
15 agency is going to come up with anything negative about
16 the action it wants to accomplish. I don't think it
17 will.

18 The DEIS is a huge document with no backbone
19 effect. It did not use the volume of pertinent
20 information that we the people provided from the
21 beginning. This shows violation of NEPA, patriotism and
22 the very moral safety this great country was based
23 upon. Direct response to any of these questions are
24 required by law. The fact this process has been drug
25 out over numerous years has been deliberate and has been

RESPONSES TO COMMENTS

Response to Comment No. 13 Fox

Initial response to an aircraft accident is the responsibility of the civilian authorities nearest the crash site, who would provide emergency services such as fire, police, and medical assistance, as necessary. It is the responsibility of the civilian unit responding to an aircraft accident to determine what response actions they are capable of performing, including the evaluation of proper personnel training and response equipment. If the responding unit is not capable of performing certain response actions, they should request assistance from the nearest civilian unit capable of performing the required response. In the event of an aircraft accident, the nearest USAF installation would be notified by these authorities. In most cases, the nearest USAF installation would have been previously notified by the USAF unit associated with the downed aircraft. Upon notification of the aircraft accident, the commanding officer of the nearest USAF installation dispatches a Disaster Response Force. The Disaster Response Force includes personnel who have been trained to respond to this type of occurrence, and would include disaster preparedness, security police, medical, fire department, legal, munitions, mortuary, and others as required. The Disaster Response Force would assist local response teams in matters of fire suppression, site security, medical treatment and evacuation, accident evaluation and investigation, retrieval of classified materials or equipment, and protective measures, such as munitions disposal and hazardous/toxic materials protective measures. When necessary, the Disaster Response Force would coordinate activities with other regional response forces to ensure all personnel and equipment are obtained for proper mitigation and control of the accident site. It is the ANG policy to provide training, upon request, on aircraft accident emergency response to any recognized emergency response agency.

Response to Comment No. 14 Fox

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

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1 to the ANG's advantage. The public tends to forget
2 about things when they are not reminded of them often.
3 We of America think this is a violation of our rights to
4 a fair response. Thank you.

5 TONY BROWN: Good evening, ladies and
6 gentlemen, my name is Tony Brown. I've recently moved
7 to La Veta from a resort community not to far away from
8 Crested Butte. I kind of left there to find a more
9 secluded peaceful place to live.

10 I want to bring up some points, first of all
11 as a new resident to a very nice, scenic, secluded
12 area. What's the best possible use for this area?

13 Let's look at economics. Ranching has been the
14 mainstream of this area, the overflight may not affect
15 the cattle drastically. What is going to be the future
16 of our economy here? Tourists, recreation? Yes, I
17 think so. Are the people coming to the mountains to,
18 you know, and want to see aircraft flying over? I doubt
19 that. I think they're coming for the peace and
20 tranquility, getting away from the city noise, that sort
21 of thing.

22 On the lines of recreation. One of the sports
23 that I truly enjoy is hang-gliding. An environmentally
24 friendly form of aviation. I feel that my well-being
25 when I'm in the skies with aircraft, especially really

Response to Comment No. 1 Brown

The role of tourism in the local economy, and its impact from the alternatives associated with the CAI, have been studied in the EIS as a part of the evaluation of socioeconomic impacts. There are a number of factors, other than aircraft operations, that may affect tourism and the use of recreational areas, including weather, the proximity of other attractions in the area, and the economy. While it is possible that a tourist visiting an area may find an aircraft overflight to be annoying, no significant change to the tourist industry would be expected considering the fact that the majority of the CAI airspace has existed for many years and the relevant influences from military aircraft operations are not changing in the study area. The contribution of tourism earnings to total industry earnings was presented in the EIS for each airspace. In all instances, these values were very consistent with overall state levels of tourism earnings as compared to industry earnings.

Response to Comment No. 2 Brown

On-going education and awareness programs make military and civilian pilots aware of each other's operations. Safe separation procedures can be devised through coordination with the 140 WG to prevent any conflicts among their respective activities. Visual flight rules add further safeguards for elimination of potential conflicts with hang gliders and hot air balloonists.

CBSV

Tony

Brown

1 only military aircraft, are a threat that I've
 2 encountered in my 2,000 hours in 18 years of soaring
 3 hang-gliders. I have had one near-miss and that was
 4 during a competition in ALB the organizers had notified
 5 all users of air space to know that and during one of
 6 the days of that week long week, 18 of us in a group
 7 very near the launch site, we were nearly struck by
 8 three F-16s flying through our group. That was a truly
 9 scary experience. The only life threat I felt in my
 10 years of hang-gliding.

11 I may choose to do other forms of general
 12 aviation in the future, all at very low speeds,
 13 hopefully very quiet, at high altitudes where I won't be
 14 noticed. And I'm not comfortable with jet jockeys
 15 cruising around threatening my safety. I'm an American
 16 citizen. I choose to express my freedom in ways that
 17 may be different from the mainstream. It's legal. And
 18 I need here to stand in front of you as a member of the
 19 Rocky Mountain Hang-gliders Association and Crested
 20 Butte Soaring Society. We are 40,000 members worldwide
 21 and probably many more people are involved in this form
 22 of recreation. I'm not sure if the soloplane pilots
 23 have explained their concerns for a potential for
 24 collision.

25 I should point out going back to, is this the

RESPONSES TO COMMENTS

1 right place, is this the right use of the economic means
 2 that we have here? I want to point out there may be two
 3 other places on the planet that offers better soaring
 4 conditions than the San Luis Valley, the Wet Mountain
 5 Valley, the area down into New Mexico, the area east of
 6 the San Luis Valley. This is an exceptional area for
 7 these activities. Like I started out, general
 8 recreation. Have you all found a better place to live
 9 than right here? I haven't found a better place to fly
 10 than when I get into the San Luis Valley the times I
 11 made it from Gunnison to the San Luis Valley, it's
 12 phenomenal to me, it's an outrageous thing to do. I see
 13 potential for more users of this air space along the
 14 lines of what I'm doing, soaring, low-impact recreation,
 15 low noise. And I'm wondering, why do they need to fly
 16 jets through there? Here we have these outstanding
 17 physical landmarks that these guys are flying around
 18 using for recognition points. It's too easy. Do it
 19 over the nights, do it over the ocean, do it at higher
 20 elevations.

21 La Veta MOA is at 13,000 feet. That's the
 22 lowest I would like to get on a cross-country
 23 hang-gliding flight. I spend my time between 13 and
 24 18,000 feet on a good day. And I feel that my rights
 25 are being infringed upon. I haven't had a real good

RESPONSES TO COMMENTS

Response to Comment No. 3 Brown

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 4 Brown

The use of other training areas was examined as part of the development of the alternatives studied in detail in the EIS in Subsection 2.3. The proposal was designed to minimize conflicts with potentially sensitive areas while providing the training resources necessary to meet military readiness requirements. Specific narrowing criteria for the selection of military training airspace (see Subsection 2.3.3 in Volume I) were used to evaluate other locations, and no alternative training areas were identified that could be substituted for the airspace configuration proposed in the alternatives studied in the EIS.

The primary user of the airspace included in the Colorado Airspace Initiative is the 140 WG based at Buckley Air National Guard Base in Aurora, Colorado. Because of limited resources and aeronautical constraints, virtually all of our nation's fighter units train in airspace that is within a "tank of gas" of the aircrews' base.

Response to Comment No. 5 Brown

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 thorough chance to look at the draft EIS. My proposal
 2 would be to reduce all military operations areas of
 3 flight routes by 50 percent. Let's make these guys do
 4 more with less. That's how you get better. You're not
 5 going to get better by doing long straight runs, you're
 6 going to get better by working in a tighter confined
 7 area, by using the resources that you have instead of
 8 expanding them to make it a litter easier. We can still
 9 have the best military. We need a strong Air Force.
 10 You know we are number one. We can stay that way
 11 without impinging on the rights of this country's
 12 citizens.

13 GARY WEISS: Thank you for allowing me
 14 to speak. My qualifications to comment on this I think
 15 based on the fact that my late brother Harlen Weiss came
 16 here 25 years ago, I followed him and we subsequently
 17 bought property here. I'm here to represent my wife, my
 18 three young children, and I think quite a few of the
 19 other participants. I'm also a United States citizen,
 20 taxpaying, that basically pays the salary of those that
 21 wish to utilize this valley in what we believe is an
 22 inappropriate fashion.

23 I guess being the good American, there is only
 24 one way to look at the issue here and that comes down to
 25 money. And I would hate to see what we've transpired

RESPONSES TO COMMENTS

Response to Comment No. 1 Weiss

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 with medical conditions to the population in this valley
2 given the plan of the National Guard and the military.
3 I think I have some degree of expertise in this area.
4 I've practiced medicine for 16 years. Both emergency
5 medicine and occupational medicine. And I can tell you
6 from my experiences both in the private sector, in the
7 academic sector and in the military sector where I
8 practiced for a time, that the issues here impact the
9 physiology of human beings.

10 And I would caution the Air Force, the
11 National Guard to be aware of class action lawsuits that
12 might be brought by those injured due to their lack of
13 sensitivity to the physiology of the sound levels. We
14 know what happens when a plane hits the ground and I'd
15 hate for us to spend more taxpayers' money settling
16 hundreds of lawsuits in regards to that.

17 In addition, this is a growth area and there
18 are construction companies working here. I know
19 personally instances where flyovers have created
20 dangerous situations and occupational medical field, and
21 causing injury that certainly impact the health of the
22 people of this area. I want to make one comment with
23 regard to a gentleman who came up here from a different
24 generation, and I take my hat off and I give you the
25 utmost respect for defeating Fascism and getting rid of

1 the Nazis, but let's be realistic here. The world is
 2 changing. There are flight simulators, that's how we
 3 got to the moon. These can be used. We can use this
 4 much more intelligently and if you need to fly the plane
 5 and waste the gas and crash it, do it in the ocean. Use
 6 the flight simulator. You don't need to cut your
 7 budget, just switch it over to electronics and put some
 8 of the people that have been out of work to work, but
 9 don't come flying in the valley.

10 I have one thing to say and if you take any
 11 message home tonight, please take this. You have no
 12 business here. You're not wanted. Get out.

13 BARB TONN: My name is Barbara Tonn and
 14 I live in the valley. Our constitution states that our
 15 government is of the people, by the people, and for the
 16 people. The federal government does not have
 17 sovereignty at the state level, we the people do. This
 18 community has clearly stated they have no desire for
 19 military flyovers. It's our right guaranteed by the
 20 constitution to have that honored.

21 PEGGY MCINTOSH: My name is Peggy
 22 McIntosh. I'm responsible for zoning in the
 23 unincorporated area of Custer County. I'm also a
 24 participant in the Governor's Smart Growth Process both
 25 as a regional representative for Custer County to the

RESPONSES TO COMMENTS

Response to Comment No. 2 Weiss

The use of flight simulators for pilot training is already part of the training program for various aircraft using the affected airspace. The F-16 training regulation (AFI 11-F16) stipulates those activities that may be accomplished using simulators and those requiring actual flying. Although flight simulators work well for certain types of training (e.g., emergency procedures and instrument training), the complete substitution of simulator training for all flight training is not a viable alternative. In addition, the availability of simulators for on-going readiness training is limited and not currently at the 140 WG.

Response to Comment No. 3 Weiss

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 1 Tonn

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

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1 four-county region which we are a part of. And also I
2 have served for the last year on a statewide task force
3 for land use and government.

4 First, I would like to commend the BLM and the
5 Forest Service for making very fine and honest and open
6 and straightforward use of the NEPA process. I've had
7 an opportunity to look at some of their EISs, many of
8 their proposals. They come honestly to the table to
9 hear what the people in this county and in this
10 community have to say. They extend a great effort in
11 active listening and treating us as participants.
12 Perhaps they could do some training with the National
13 Guard.

14 I want to say that I believe that if we were
15 dealing with the Army instead of the Air National Guard,
16 this would have been resolved a long time ago. They
17 would have gracefully withdrawn. I believe that to be
18 true because I understand the Army officers study
19 military strategy and they study military history. And
20 one of the things that the basic of military history is
21 that when you fight with people on their home ground,
22 they will fight harder than anybody else.

23 I wish I could say that as eloquently as
24 Dennis Shadack did. Tonight we have been threatened.
25 I've sat in the back of the room and listened to a lot

1
Response to Comment No. 1 McIntosh

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 of folks. We have been told if you are successful in
2 defeating this MOA, you will, quote, be hammered,
3 unquote, on the existing MTR and you better back off or
4 you will be sorry.

5 The first of these scoping meetings that was
6 held in this building many months ago, at the very
7 beginning someone involved with the military stood up
8 and said, the fire marshal has said that many of you
9 must leave, we can only have a certain number of people
10 in this room and those of you that cannot find a seat
11 will have to leave. I was not out of the parking lot,
12 but I have been told by many residents of Custer County
13 that when they come in they were told the fire marshal
14 said you cannot go in.

15 At the time this announcement was made I
16 walked up to the podium and I asked the man who made the
17 statement, who did you talk to that said he was the fire
18 marshal? We don't have a fire marshal. His response to
19 me was, well, I didn't actually talk to anybody, but I
20 figured you had one and this is what he would have
21 said.

22 At the last meeting that we had here where
23 everybody was split into groups so people couldn't get
24 together like people are tonight and listen to one
25 another and gather strength from one another, the

1 military folks wanted to quit at 10:00. The community
2 said, no, this is our community and we have things to
3 say and we intend to say them.

4 Again, I was out in the hallway part of the
5 time cooling off because it was a warm room, there were
6 several of the military folks in there, participants
7 with their various groups and companies that are doing
8 research for them who were trying to figure out how to
9 dial 911 and call the sheriff and clear the building
10 because they wanted to leave.

11 The military folks should understand we do not
12 appreciate being threatened. You have not come honestly
13 to the table. The military folks should further
14 understand that we pay their salaries. They work for
15 us. They need to understand that it's very
16 inappropriate for them to use their wartime tactics on
17 the people they are here to protect.

18 My father was career Air Force and served in
19 World War II. My brother was career Air Force and
20 served in Viet Nam. They did not fight in those wars to
21 help the military come in and take advantage of the
22 civilian population. You know, it's really time for
23 somebody to stand up and say, the emperor isn't wearing
24 any clothes.

SUSAN NEGUETTE: My name is Susan

RESPONSES TO COMMENTS

Response to Comment No. 1 Nequette

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

Although Ldn is called an "average," it represents the total sound occurring within a 24-hour period, and is often described as a "cumulative" measure of impact. It has been shown to properly account for individual loud events of the type that may occur with military aircraft operations. However, while Ldn measures the total effect of all events, it does not describe the sound level for individual events. Whereas the Draft EIS presented some descriptions of individual aircraft noise events, the Final EIS has been modified and now presents additional discussions of individual aircraft noise events and maximum sound levels that are useful to evaluate potential impacts.

Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Aerospace Initiative.

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1 Nequette. I grew up as what is referred to as a
2 military brat. Both parents retired from the Air Force,
3 my playground being the Air Force Academy. You will
4 hear from numerous experts and citizens concerning the
5 technical data involved in the DEIS, the Colorado Air
6 Space initiative, also known as Redman MOA.

7 Much of this technical data is above my head
8 so I will voice my opinion on the aspect which has yet
9 to be discussed, this being common sense to which I feel
10 this proposal has none. Throughout the DEIS there are
11 numerous issues which are in contradiction, the first
12 being the 24-hour averaging noise level. The Shultz
13 study is totally inappropriate towards our application.

14 As you notice, we are not residing in an urban
15 area next to an airport. The effects of the planes
16 overhead are instantaneous and startling, though I as
17 well as others do feel proud when observing our military
18 aircraft overhead. I do miss when they fly by and wave
19 as I'm sunning on the deck. I do not understand what
20 our action should be with the proposed nighttime
21 training. The 24-hour averaging noise level is like
22 saying, put your head in the freezer, put your feet in
23 the oven and let's average out your temperature. You
24 feel just fine.

25 Another contradiction between government

RESPONSES TO COMMENTS

Response to Comment No. 2 Nequette

The approach used in the EIS has been modified. The Federal Interagency Committee on Noise (FICON), representing a variety of Federal agencies with a mix of concerns associated with aircraft noise, reviewed aircraft noise analyses issues in 1992. This committee's report (FICON 1992) continued an approach to evaluating relative impacts associated with aircraft noise that has been recognized by noise analysis experts as the most widely endorsed and comprehensive approach to aircraft noise analysis available. This approach to noise analysis was incorporated into the analyses associated with the Draft EIS. In general, Federal land use compatibility criteria are derivatives of guidelines first devised for land near airports. All land use compatibility is based on the use of Day-Night Average Sound Level (abbreviated as DNL or Ldn) as the descriptor representing community noise environments. The criteria treat areas below DNL 65 dB as compatible for all uses, including residential, and they treat DNL 65 dB as a threshold for significant exposure. There is no generally accepted method for treating rural areas differently for these purposes.

However, many EIS reviewers, including some members of the Federal regulatory community, felt the application of the FICON standards, and the 65 dB threshold, to a rural setting was inappropriate for such areas with more quiet ambient noise conditions. Consequently, the use of the 65 dB threshold as the sole means to assess relative impacts or the acceptability of noise levels associated with aircraft operations addressed in the EIS has been modified and the analysis now includes additional information to evaluate potential impacts.

Response to Comment No. 3 Nequette

The ANG adheres to its "Policy on Air National Guard Overflights of Designated Wilderness and Wild and Scenic Rivers," as presented in Appendix L. This policy is intended to protect specifically identified areas, such as the Sangre de Cristo and Greenhorn Mountain Wilderness Areas, by limiting training operations to no lower than 2,000 feet above ground level whenever possible unless safety of the flight or operational parameters (e.g., weather conditions) may be compromised.

RESPONSES TO COMMENTS

Response to Comment No. 4 Nequette

Section 2 contains a detailed discussion of the location of all current training activities.

Response to Comment No. 5 Nequette

The operation of the 140 WG out of Buckley Air National Guard Base in Aurora has an obvious economic impact for the immediate surrounding communities. In 1994, the payroll for the Colorado Air National Guard personnel stationed at Buckley exceeded \$34 million and local expenditures, primarily contracting and purchasing, were almost \$22 million. The State of Colorado collects property taxes from the men and women who work at Buckley and live in the community, and collects sales tax dollars from all purchases made within the State by ANG members. These revenue sources are a part of the general funds for the State which are distributed on a yearly basis by the General Assembly to every county in the State.

Response to Comment No. 6 Nequette

In order to address concerns regarding possible devaluation of real estate, the EIS evaluated historical data for property values. This analysis compares counties within the study area for the CAI, including those areas with currently utilized military airspace, to counties outside the study area. The results indicate that all counties experienced increases in property values. Further, in terms of median property values, counties within the study area for the CAI increased 99.71 percent compared to counties outside the study area, which increased 57.74 percent. Whereas a report published by the Federal Aviation Administration concludes "that noise has been shown to decrease the value of property by only a small amount--approximately 1 percent decrease per decibel (DNL)," this analysis applies to airport/airfield environments and not land areas underlying military training airspace. Therefore, although it is not possible to absolutely conclude that counties experiencing military aircraft overflights incur any greater change in real estate values than counties not experiencing similar overflight activity, it is not likely that real estate values would drop as a result of the CAI.

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1 agencies is concerning the wilderness areas. Why did we
2 the people go through all the expense and time to create
3 two separate wilderness areas, the Sangre de Cristo and
4 the Greenhorn in this area which denied motorized
5 vehicles to keep the area pristine so that the people
6 may enjoy the solitude and serenity, while yet the
7 approval of this MOA would take that away?

8 We the people in today's society have made a
9 conscious effort to recycle our aluminum, glass and
10 paper products. Why not our air space? The number of
11 flights have significantly dropped during this ongoing
12 battle over our air space. I ask where is all the
13 training being conducted now?

14 I have been a resident of Custer County since
15 1976 and I'm like those who chose to live here, we
16 sacrifice some amenities to which we do this including
17 the financial issues. Aurora will be receiving billions
18 of dollars annually for this air space to which we will
19 not receive one penny. Not only will we not receive any
20 compensation for this action, but you ask us to accept
21 property value losses that are totally unacceptable.

22 This area survives from tourist industries,
23 retirement and recreation, this we think too is going to
24 take a lot. You claim there is no potential threat of
25 fire in our mountains by the use of your flares. There

RESPONSES TO COMMENTS

Response to Comment No. 7 Nequette

The role of tourism in the local economy, and its impact from the alternatives associated with the CAI, have been studied in the EIS as a part of the evaluation of socioeconomic impacts. There are a number of factors, other than aircraft operations, that may affect tourism and the use of recreational areas, including weather, the proximity of other attractions in the area, and the economy. While it is possible that a tourist visiting an area may find an aircraft overflight to be annoying, no significant change to the tourist industry would be expected considering the fact that the majority of the CAI airspace has existed for many years and the relevant influences from military aircraft operations are not changing in the study area. The contribution of tourism earnings to total industry earnings was presented in the EIS for each airspace. In all instances, these values were very consistent with overall state levels of tourism earnings as compared to industry earnings.

Response to Comment No. 8 Nequette

The fire potential associated with aircraft overflights is generated from the potential for an aircraft crash or the use of flares in training. The EIS evaluated the potential for an aircraft crash resulting from the proposal. This evaluation determined that the likelihood of an aircraft crash would be very low. Therefore, the potential for a fire resulting from an aircraft crash would also be very low. In fact, military accidents have declined in the past decade, as described in the February 1996 report of the General Accounting Office, an organization under the U.S. Congress.

Authorized users of the airspace have proposed the continued use of flares in their training. However, the flares would not be released below 2,000 feet AGL. Once a flare is released, it ignites immediately. The burn time for a flare is approximately 4.0 to 4.5 seconds. In those 4.0 to 4.5 seconds, the flare falls approximately 500 feet. This leaves a safety margin of approximately 1,500 feet to allow for a flare that burns for more than 4.5 seconds to extinguish itself. The 140 WG has no knowledge of any fires being caused by flares released during current training missions by any aircraft utilizing Colorado Airspace Initiative airspace.

RESPONSES TO COMMENTS

Response to Comment No. 9 Nequette

The use of flight simulators for pilot training is already part of the training program for various aircraft using the affected airspace. The F-16 training regulation (AFI 11-F16) stipulates those activities that may be accomplished using simulators and those requiring actual flying. Although flight simulators work well for certain types of training (e.g., emergency procedures and instrument training), the complete substitution of simulator training for all flight training is not a viable alternative. In addition, the availability of simulators for on-going readiness training is limited and not currently at the 140 WG.

Response to Comment No. 10 Nequette

The ANG takes the public's concerns about pilot accountability very seriously. Any misconduct by a military pilot is a serious matter. If a member of the public is experiencing any problems with the military's operations in any of the airspace in an area that affects a person directly, the public affairs officer at the nearest military installation should be contacted immediately, or call (800) 582-8507.

The Federal Aviation Administration and each military service have very strict rules to ensure pilots stay within defined training airspace. The rules govern minimum altitudes, maximum speed, and type maneuvers that can be performed inside and outside designated training airspace. Military commanders have the authority to suspend pilots who willfully violate flight rules, such as flying outside designated training airspace. The military closely manages the airspace they use to ensure they do not exceed planned parameters.

Response to Comment No. 11 Nequette

No changes to the configuration of military airspace will be made without the appropriate environmental documentation.

Response to Comment No. 12 Nequette

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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1 are too many reports to refute this. I would like to
2 know why the government will approve the airline
3 industry using flight training simulators for commercial
4 pilots who are responsible for hundreds of thousands of
5 lives daily, yet our military does not do this.

6 The last issue I wish to address is
7 accountability. The manner in which problems that have
8 occurred in the past and the foreseeable potential
9 problems of the future have yet to be addressed. We
10 have consistently asked how those violations of the
11 rules will be dealt with. We understand that there is a
12 lot of money and time involved in training a pilot, but
13 we also demand recourse when problems occur with the
14 proposal.

15 I am also under the impression that once this
16 proposal is approved that if there are any changes to be
17 made that an in-house revision may be made without any
18 public knowledge or public hearing. If I am wrong,
19 please advise.

20 In closing, I would like to state for the
21 record that this country was built on not only the
22 ability of our armed forces to defend us, but also
23 includes the backbone of each American individual whose
24 rights to protect what they believe in. I am not
25 against the military or the Colorado Air National

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1 Guard. I'm not saying to put this in anybody else's
2 backyard. We have to come up with the balance of the
3 needs of the military and the citizens affected by the
4 military actions.

5 I am under the impression that we train our
6 military to protect ourselves and others from a military
7 state. After all, we are very fortunate to have a
8 government for the people and by the people and not the
9 government. You are supposed to protect our freedom,
10 but you are imposing -- you are imposing the very
11 freedom you are supposed to protect. I did that wrong.
12 You are supposed to protect our freedom but you are
13 imposing on the very freedom that you are protecting.
14 Thank you.

15 KEVIN MAXON: I will make this brief,
16 but I do want to reiterate the one question that I had
17 earlier, I still have it, that question remains: If we
18 don't get an answer as to what we can do to change this
19 or affect it, then we are going to have to look at lines
20 of accountability with any elected official that we
21 possibly can.

22 I don't think honestly that the mood of the
23 individuals here is going to change much over time and
24 Mrs. McIntosh summed that up very well. If you fight
25 someone on their own land, they are going to fight

Response to Comment No. 1 Maxon

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 back. So even if that happens, it ain't going to be
2 over. Thank you.

3 PAT RICHMOND: I have one other note
4 that I want to add to the record, in response to request
5 made again and again since 1992, for environmental
6 documents for changes that were supposedly made to the
7 THR-412 and 413 in the 1980s. I finally received a
8 packet that contains two more copies of the 1977 EA that
9 was conducted for the annotation of those MTRs.

10 Now, I already have a drawer full of that
11 particular document. Attached to one of the new copies
12 of this 1977 EA there was some sheets of lists of
13 avoidances that were dated for 1983 and 1984. These
14 lists included a three-nautical-mile avoidance of the
15 towns of Gardner and Redwing, plus a 1,500 foot AGL
16 minimum. So those of you who live in that community
17 might be aware that these documents say that your towns
18 were to be avoided by three nautical miles.

19 Some of the lists also refer to a three
20 nautical-mile avoidance to the Baca Grande where I live
21 in the town. Baca Grande adjoins the town Crestone, so
22 three nautical-miles avoidance would also include that
23 particular community of Crestone.

24 Now, Colonel Buckingham -- and, am I right,
25 now, it is now the colonel -- has indicated that these

RESPONSES TO COMMENTS

Response to Comment No. 1 Richmond

The ANG takes the public's concerns about pilot accountability very seriously. Any misconduct by a military pilot is a serious matter. If a member of the public is experiencing any problems with the military's operations in any of the airspace in an area that affects a person directly, the public affairs officer at the nearest military installation should be contacted immediately, or call (800) 582-8507.

The Federal Aviation Administration and each military service have very strict rules to ensure pilots stay within defined training airspace. The rules govern minimum altitudes, maximum speed, and type maneuvers that can be performed inside and outside designated training airspace. Military commanders have the authority to suspend pilots who willfully violate flight rules, such as flying outside designated training airspace. The military closely manages the airspace they use to ensure they do not exceed planned parameters.

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1 regulations are still in effect, so if these regulations
2 are in effect, how was it possible for me to walk out
3 onto the upper deck of my house and look into the eyes
4 of a pilot zipping past in his jet? I recall those eyes
5 were as blue as Buckingham's, but he wasn't in a
6 Colorado Air National Guard then, but those two jets
7 weren't Colorado Air National Guard either. They were
8 not the old camouflage and I think that is one of the
9 issues that really has to be addressed here. If these
10 regulations are in effect, how do we make sure that
11 everybody abides by them? Thank you.

12 BOB SENDERHAUF: Okay, my name is Bob
13 Senderhauf. This is my second round and I guess there
14 is a couple of things that I do want to clear up. I
15 said it to the General many times and I will say it
16 again, eyeball to eyeball with you, we do support the
17 Colorado Air National Guard, we do support your mission
18 and we support the military and our country. We do not
19 support the project that is going on and being
20 implemented by your organization along with the Air
21 National Guard and this Air Force Base. I want you to
22 know that and I want you to know that we support you,
23 and I don't want any questions from any of the personnel
24 up and down the line.

Number two, I am asking for a formal 90 day

Response to Comment No. 1 Senderhauf

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2 Senderhauf

The Council on Environmental Quality provides guidelines for the preparation of Environmental Impact Statements, and the review of EISs by the public and various government agencies. These guidelines direct agencies to "allow not less than 45 days for comments on draft statements" (Section 1506.10 of these guidelines). The comment period for the CAI Draft EIS officially opened March 29, 1996 with the Notice of Availability published in the Federal Register. The initial mailing of the statement to over 750 addressees was accomplished on March 20, 1996 prior to the NOA. The close of the comment period was initially published as June 5, 1996 (68 days), and then extended to July 12, 1996 (105 days).

1 extension of time for the comment period. The comment
 2 period is just too short. I think this was shown this
 3 evening by the people that are here and the information
 4 that has been compiled and put to you. We do need a
 5 90-day extension from June 5th, which is the end of the
 6 comment period, through September 5th in order for us to
 7 do the job of getting our information back in a
 8 systematic and professional manner as to what we feel
 9 and things that are to go on.

10 The other thing that I want to bring up is the
 11 cumulative effect and we have to take this into
 12 consideration. We do have the Schoppers that go through
 13 here on a regular basis, we do have the C-130s. I
 14 understand that that is not necessarily the problem of
 15 the Colorado Air National Guard, but, sir, you are in
 16 charge of the air space in the MOA, you are in charge of
 17 that duty. And we are asking you with the information
 18 that has been submitted to take a hard look at this. We
 19 are being hit hard by all those other users. And you
 20 have to take into effect here the cumulative effect of
 21 what is happening to us.

22 The other thing is that we do have a number of
 23 MTRs that are coming into the state of Colorado. These
 24 are going to be used by outside units, they are going to
 25 be used by invitees. These are the people that

RESPONSES TO COMMENTS

Response to Comment No. 3 Senderhauf

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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1 continuously have come in and have violated this air
2 space, and you are going to take the hit for it.
3 Something has to be done about it.

4 We have seen also at Holloman Air Force Base
5 the movement of the new air wing coming in from
6 Germany. I understand that it's going to be a lot of
7 fun for those people to interact with you, this has been
8 told. We understand that and the reason they are coming
9 out of Germany is because of the sound. The low-level
10 flying. They are going to be stationed, 450 of them,
11 down at Holloman permanently. 66 aircraft. This is
12 according to CNN. Do I have any documentation in my
13 hand, no, but I'm sure that can be obtained from the
14 military and these are going to be possibly users of
15 this particular air space.

16 The other thing that I really want to make a
17 comment on is the EIS. There's an area of the EIS that
18 I think that we really have gotten away from. When we
19 first started this entire process, it was the process
20 that we were concerned about the environment. We were
21 concerned about the noise, the livestock. All this
22 laundry list of areas of concern. I came here this
23 evening concerned about that. That is where we
24 initially started, but I am now told that we have to
25 have documentation and it has to be in a certain area

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Response to Comment No. 4 Senderhauf

German Air Force (GAF) aircraft are not part of the Colorado Airspace Initiative (CAI) proposal. All potential users of CAI proposed training airspace are included in Section 2, Section 4, Appendix E, or Appendix N of the Draft EIS. Any future use of CAI airspace by GAF aircraft would require appropriate environmental documentation.

Response to Comment No. 5 Senderhauf

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 for it to be considered in this EIS.

2 I'm asking you this evening, General, Mason
3 Whitney, I'm asking the people that are preparing from
4 science and engineering to take into consideration and
5 put a caveat on that EIS and let the emotions of these
6 people be felt in that particular document. Emotion --
7 you say we shouldn't get emotional, but on the same
8 token, it's emotion that drives us in everything that we
9 do in life. And I think that this is a real important
10 part of this document. The concerns of the people.

11 Again, we have a real important point to make
12 here and that is we are not anti-military. We do
13 support your mission. We want to be heard. We do want
14 our voices to be heard in that EIS and not just passed
15 away. Thank you.

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C E R T I F I C A T E

I, JAMI KOENIG, a Court Reporter, do hereby
certify that I reported by machine shorthand the hearing
proceedings contained herein, and that the foregoing 106
pages constitute a full, true and correct transcript.

Dated this 10th day of June, 1996.

Jami Koenig
JAMI KOENIG
Court Reporter

THE COLORADO AIR NATIONAL GUARD
DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC MEETING

WESTCLIFFE, COLORADO

MAY 16, 1996

Reported by
Eileen T. Jones
Registered Professional Reporter

5:15 p.m. (E.J.)

PRIVATE COMMENT SESSION.

MR. HADLEY: This is Jim Hadley of Rye, Colorado and also owner of Remax of Pueblo, the largest real estate company in Southeastern Colorado. And I would like to make my comments especially concerning the air routes, proposed air routes in the Cedar Wood area that goes up to Colorado City and Rye then takes a sharp turn and goes over and along wilderness area for about fifteen miles and also goes on down through Pueblo Reservoir State Park in an area that has been dedicated for water fowl preservation in as much as there are three endangered species over one of the areas you will be flying directly over.

And according to the Division of Wildlife studies which are included in your packet from the Colorado Division of wildlife the startle effect that your aircraft will cause will be detrimental to the wildlife habitat in those areas. More particularly osprey, bald eagle, whooping crane, elk, well, those aren't endangered. Never mind. According to the CDOW the above endangered species shall be harmed by the aforementioned startle effect.

I have also witnessed the startle effect myself on several occasions and have found that it can be dangerous. Personally, I was riding a horse when a military aircraft came two thousand feet approximately above me. The horse

RESPONSES TO COMMENTS

Response to Comment No. 1 **Hadley**

The ANG has been and will continue to work with the U.S. Fish and Wildlife Service, the Colorado Department of Natural Resources, the Bureau of Land Management, and other regulatory agencies to study the effects of their actions on threatened and endangered species within the areas affected by its operations. Representatives from these organizations meet periodically in a Coordination Group to discuss and study species of concern. Some ongoing study activities are currently funded by the ANG, including a study with the U.S. Forest Service on the Mexican Spotted Owl. The ANG will continue this cooperative effort and adjust its operations should any of these studies identify potential impacts on any threatened or endangered species.

Response to Comment No. 2 **Hadley**

Studies conducted on wildlife have shown that numerous wildlife species have the ability to adapt to the presence of man and various man-made sound sources, including jet aircraft noise. While the noise generated from low-altitude military overflights may be initially startling, habituation to jet aircraft noise occurs with most wildlife species. Species-specific responses to low-altitude overflights vary considerably, and responses from individual animals may have the potential to cause injury. However, wildlife populations are usually affected only when a variety of factors work in combination to impact them, including declines or fluctuations in the availability of a food source, habitat destruction or alteration, predation, hunting, trapping, poaching, disease, or inclement weather, rather than noise alone. Normally, it would be unrealistic to predict or attribute any wildlife population declines to a single stressor, such as noise. In addition, no published scientific evidence was identified that indicated harm may occur to wildlife as a result of exposure to the levels of noise generated by military aircraft that would utilize the airspace associated with the Colorado Airspace Initiative.

RESPONSES TO COMMENTS

went wild for twenty seconds and if I had been along the Greenhorn trail which is a three foot rock ledge for about a hundred feet and the startle effect would have caught me it could have been disastrous.

The Greenhorn trail which you propose to fly along or within ten miles of has two or three horse groups a day going up it. I'm concerned for their safety. Also as I was driving along Interstate 25 I found that cars are distracted from low flying aircraft.

I would now like to address -- this is a paragraph, I would now like to address the economic impact of the flyovers. Scenic Highway 165 which goes from Highway 25 up to Colorado City to Rye over to Lake Isabelle and on to Wetmore has taken years to get designated as such. One of the reasons that it was designated is because of the tranquil beauty of the area. It is my feeling that the flyovers will have a grave impact on the economic development of this area. Tourism, hunting and ranching are the main industries of this area. I feel flyovers will affect each and every one of these. I would also like to address the fact that your flyovers come very near three schools in the Rye, Colorado City area. You will fly within several miles of Craver Middle School and you need to take a right angle turn near Rye to head toward Wetmore. Right where you are taking your right angle turns you are within three miles of Rye High

Response to Comment No. 3 Hadley

The role of tourism in the local economy, and its impact from the alternatives associated with the CAI, have been studied in the EIS as a part of the evaluation of socioeconomic impacts. There are a number of factors, other than aircraft operations, that may affect tourism and the use of recreational areas, including weather, the proximity of other attractions in the area, and the economy. While it is possible that a tourist visiting an area may find an aircraft overflight to be annoying, no significant change to the tourist industry would be expected considering the fact that the majority of the CAI airspace has existed for many years and the relevant influences from military aircraft operations are not changing in the study area. The contribution of tourism earnings to total industry earnings was presented in the EIS for each airspace. In all instances, these values were very consistent with overall state levels of tourism earnings as compared to industry earnings.

Response to Comment No. 4 Hadley

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

School and Rye Elementary School.

I am very concerned that if one of your pilots had to have an emergency ejection a plane could very easily go off course in a ten or fifteen mile radius and crash.

I'm very concerned for the safety of the children in these schools as you will be flying too close to them.

It is also my opinion that all of your economic benefit is based in the Denver area. Your military base, payroll and personnel are all stationed in the Denver area during their training exercises.

In other words, there is no economic benefit to our areas from you. And we do not feel it is fair that you severely impact our environment without adding to the benefit.

It is my feeling that the citizens of southern Colorado live in this area because of the aesthetic qualities that this area gives them. It is also my feeling that there are many other routes that you could choose that would not go over as large a population area and as close to schools as you will be going. Wilderness area which is a protected area does not allow for any mistakes. You will be flying within ten miles of the San Isabelle Wilderness and the Greenhorn Wilderness area. I would think that mountain flying because of updrafts and downdrafts is also a concern that pilots would be much safer on the unpopulated plains.

RESPONSES TO COMMENTS

Response to Comment No. 5 Hadley

The operation of the 140 WG out of Buckley Air National Guard Base in Aurora has an obvious economic impact for the immediate surrounding communities. In 1994, the payroll for the Colorado Air National Guard personnel stationed at Buckley exceeded \$34 million and local expenditures, primarily contracting and purchasing, were almost \$22 million. The State of Colorado collects property taxes from the men and women who work at Buckley and live in the community, and collects sales tax dollars from all purchases made within the State by ANG members. These revenue sources are a part of the general funds for the State which are distributed on a yearly basis by the General Assembly to every county in the State.

Response to Comment No. 6 Hadley

The use of other training areas was examined as part of the development of the alternatives studied in detail in the EIS in Subsection 2.3. The proposal was designed to minimize conflicts with potentially sensitive areas while providing the training resources necessary to meet military readiness requirements. Specific narrowing criteria for the selection of military training airspace (see Subsection 2.3.3 in Volume I) were used to evaluate other locations, and no alternative training areas were identified that could be substituted for the airspace configuration proposed in the alternatives studied in the EIS.

The primary user of the airspace included in the Colorado Airspace Initiative is the 140 WG based at Buckley Air National Guard Base in Aurora, Colorado. Because of limited resources and aeronautical constraints, virtually all of our nation's fighter units train in airspace that is within a "tank of gas" of the aircrews' base.

I urge you to consider alternative routes as I'm very
opposed to your present system especially in the Westcliffe,
Rye, Colorado City, Pueblo Reservoir and Cedar Woods areas.

STENOGRAPHERS WERE CHANGED AT 6:15 P.M. (E.J.)

PUBLIC COMMENT SESSION CONTINUED

MR. WRIGHT: Ms. Maggie Kress.

MS. KRESS: Hello. I'm Maggie Kress. I am director of another retreat center in Gardner called Shenpen Choeling and a lot of what I have to say is similar to what Melissa said.

Shenpen Choeling is a retreat center where people come to do solitary meditation and spiritual practices. We have been there for twenty years. Right now we have someone doing a six month retreat. They will not leave the property and they will spend most of their day in prayer and meditation. People have done retreats for periods of up to one year in this place. Though we are primarily Buddhists we are open to people of all faiths and we welcome any retreatant who is on a genuine spiritual pursuit.

We also regularly have teachers who come and offer seminars. We have had maybe a hundred in the last few years. We chose the Huefano Valley because of its isolation and beauty. I also personally am devoted to the Huefano Valley because of the quality of the people who live there.

I feel that the ranching community really represents the best of old America and we also have a large community of artists who are committed to living in this isolated area rather than being in the turmoil of the cities.

RESPONSES TO COMMENTS

Response to Comment No. 1 Kress

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

Response to Comment No. 2 Kress

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

What we have to offer is increasingly rare in the entire

world. A place of refuge from a hectic overcrowded, mixed up world. I am a New Yorker and love to go back to New York but we all know what we love about Colorado and what Shenpen Choeling offers is a place to practice in solitude but also to be protected and supported. And though our activities are very low key and private and probably most of you have not known until right now that there are two retreat centers, people do come regularly from all over the country and different parts of the world.

There could be nothing worse for our retreat centers for this precious silence to be broken by noise activity in the air. Even if flights were infrequent but regular it would be a complete invasion of much of what we were doing and it would destroy Shenpen Choeling. There is no question about that.

I don't know much about the technicalities of the effects on wildlife, real estate and so on, but I feel very strongly that what we are doing is something that the world in general is not so involved with. It is very, very important.

Also I want to introduce the next speaker who is on the agenda. I mentioned that we have seminars and yesterday Lozana Jamspal arrived from New York. Lozana Jamspal is from Ladoc. He is going to be joined by another Ladoci who

will be arriving from Hawaii. He will be here for three weeks. He has come for the last four years for a couple of years to do his own work and meditation and to teach. He has worked for maybe thirty years regularly with the Dali Lama helping to set up study courses for the monasteries in India and Ladoc which is in the western Himalayas. Its near Afghanistan in the greatest mountain range in the world and he mainly works here in America.

So he is going to have something to say about all of this too. Thank you.

MR. WRIGHT: Mr. Jampal.

MR. JAMPAL: I was born in western Himalayas. Then I came to here twenty-five years ago. Now I teach at Columbia University. It is my third visit in this valley. Beautiful valley. And first time I saw your plane in 1948 when India was attacked by Pakistan. At that time to protect Lodoc Indian army send army to Lodoc.

We at that time delighted to see airplanes. We could not see closely but moving in the sky we saw it. Now the mountains of Lodoc are taken by three armies. In the west Pakistan armies, in the middle Indian armies and in the east Chinese armies. Now being nation with three armies the mountains are polluted. The animals are disappearing especially the snow leopards, blue cranes. Those are very rare in the world. The Dali Lama also now he is trying to

RESPONSES TO COMMENTS

make Tibet independent, not only independent, but he is trying to make sanctuary for the real animals and for the mountains. Our mountains are very sacred. They are living visible spirits and nonvisible spirits both.

Then hearing the sounds of airplane and guns all the animals are running away. Not only animals in Ladoc we have history and man seeing airplane closely he run away. Of course the animals are running away. Similarly Colorado is very beautiful. When I cannot go to Ladoc I prefer to come to this Colorado beautiful place. This mountains are very sacred I consider. If you keep it sacred in the air then you will have a good time. Very good spirit. We consider even not only animals but invisible spirit will be run away.

If the good spirit not live in our environment then we will not have good harvest. We will not have good time. Sometimes we have famine and diseases because of disappearing good spirit. I hope you are trying to keep this beautiful mountains and valleys as sacred as it are now and in the future also. I hope you will keep it this way. Thank you very much.

MR. WRIGHT: Mr. Terrell.

MR. TERRELL: Thank you, sir. I plan to read a prepared statement. I will then enlarge slightly upon certain factors in that statement. I would really rather talk at you without this thing. Can you hear me now?

Response to Comment No. 1 Jamspal

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

Thank you.

My name is Walt Terrell. I am a resident here in the valley. I have a small ranch at the corner of Rosita Road and #69 South. I, among many others of you, have been annoyed by overflights. A C-130 tried to take me off my tractor one afternoon out there and I really didn't appreciate that. I have been a registered professional engineer for fifty years.

I started with a major oil company. I guess you would call it the major oil company in the world and spent many years with them and then spent ten years in the engineering field working for a firm in Denver.

I have submitted this written comment. The DEIS for the Colorado Aerospace Initiative is probably the most blatantly perverse document that I have ever tried to review in fifty years of practice as a professional engineer. It starts with unsupported assumptions continues a fallacious analysis and, obviously therefore reaches a wrong conclusion.

The original assumptions are, like the methodology and conclusions, flawed, obviously intentionally so. The true need for this Initiative has long since disappeared. DIA cut into the Air National Guard space by about 10% but since there need has been reduced by about 50% it is obvious that there should be further reductions in Custer County overflights by military aircraft.

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Response to Comment No. 1 Terrell

The Colorado Aerospace Initiative is not an expansion of aerospace, but rather a modification. In many cases, this modification actually results in a reduction of aerospace and/or number of sorties flown. The need for the Colorado Aerospace Initiative is presented in Subsection 1.3 of the EIS.

Response to Comment No. 2 Terrell

Training for potential military conflict in time of peace is a reality recognized by the Congress and the President. As military forces are cut back, the quality of training for existing forces must be maintained and improved to ensure our nation has an effective military. As the active duty military force is reduced in size, the ANG role and the role of the 140 WG in the total force structure is increasing. Over the past several years, the DOD has conducted studies to evaluate mission readiness and cost effectiveness of its total force. In comparison to DOD regular components, the ANG has relatively low operating costs and provides a cost effective investment.

RESPONSES TO COMMENTS

Response to Comment No. 3 Terrell

The number of overpasses made on any one sortie in the La Veta MOA over a specific point on the ground is not predictable.

German Air Force (GAF) aircraft are not part of the Colorado Airspace Initiative (CAI) proposal. All potential users of CAI proposed training airspace are included in Section 2, Section 4, Appendix E, or Appendix N of the Draft EIS. Any future use of CAI airspace by GAF aircraft would require appropriate environmental documentation.

Response to Comment No. 4 Terrell

Comment noted. Text changed for description of Silver West airport's recently paved runway.

Response to Comment No. 5 Terrell

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 6 Terrell

Low-altitude flights allow pilots to learn to avoid detection and to survive in combat. Low-altitude flying provides a significant operational procedure through which detection can be minimized. Training is essential to acquire the skill to use this procedure. Specific combat conditions that allowed high-altitude operations in the Gulf War may not exist in future conflicts. The need for this training is required by Air Force training regulations.

Response to Comment No. 7 Terrell

Noise analysis in the EIS is based on scientific data collected from many studies in many locations, primarily from aircraft noise.

Probably the most distressing factor about this DEIS is

the blatant and apparently intentional disregard for truth

even to the point of obvious use of subterfuge. The

merry-go-round approach to achieve about six overflights per

sortie, the cover up of the German Air Force use of this

space, the misrepresentation of Silver West as a private

strip, it is a seven thousand foot paved public airport as

you have heard earlier. The disregard for civilian safety,

etc. all represent distortions.

Any reasonable unbiased reviewer must conclude that this

was a waste of taxpayer dollars perhaps fraudulent and should

be stopped as the Colorado Airspace Initiative should be

stopped. Thank you.

In regard to specifics in a couple of cases I would like

to add those into the comments which are being recorded. I

referred to unsupported assumptions. Many of the people in

the military, including the Air Force and a gentleman whose

name you would know, I think he was called Norm Schwartzkoiff,

have repeatedly emphasized that it is not low level training

which is needed. That it is not low level flights which are

likely to be utilized because of the simple fact that our

planes get shot down when they are in that low level

altitude.

The fallacious analysis involves the obvious

misrepresentation of the use of data from the city of

RESPONSES TO COMMENTS

Response to Comment No. 8 Terrell

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Brussels and their noise level measure came from a tram railroad. That bears very little relationship in my view to what an F-16 does at three hundred feet over my house.

There are obvious further misrepresentations in this and particularly as regards a total omission of the use of the German Air Force unit now based at Holloman Air Force Base that will be using this space which by the Air Force's own admission is inadequate to meet their needs.

MR. WRIGHT: Mr. Maxon.

MR. MAXON: Good evening. My name is

Kevin Maxon. I am a homeowner and property owner in Custer County times four years. A lot of speakers have spoken quite eloquently on the flaws of the study and I can concur with the first speaker that if you pay for a study you will get the results you want. If you don't get them you will pay again and get them. It is just as simple as that.

And I would also like to firstly say that needless to say I am against the Initiative.

Particularly I would like to comment on UR41? (sic). If you look at the video you notice the interesting pattern going over the Sangre de Cristos. It is unlikely in my mind that that route would be restricted to just that area. Another speaker pointed out very correctly it is very difficult to fly in rectangles unless they are going to have Harriers. That is possible.

Response to Comment No. 1 Maxon

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

My overall concern is that once the military has use of a certain piece of land or a certain piece of air they have the use of the land. And end of story. So that could include anything, possibly even bombing. I would hate to see that.

I would first like to ask a question and I would like other speakers, other people to ask this question. I don't mean to sound upset at the Guard or the Air Force because I am a great proponent of national security. But I would to ask one thing. These public hearings are designed to solicit our comments, either for or against. We have heard quite a few comments against and there are some for. I would like to ask and would like an answer to what piece of information could the Guard get that would cause them to not go ahead with La Veta MOA and my concern, UR413. It is an interesting question. What piece of information?

Many speakers have spoken eloquently and probably will after me on the flaws of the report but my question is what piece of information would the Guard, federal government, anyone else be looking for that would cause them to cease these plans?

It's a question which deserves an answer because if we do not get an answer to that question we know something, don't we? We will then know that it was planned all along and that our comments were useless from the get go. Thank

Response to Comment No. 2 Maxon

Both the LaVeta MOA and VR 413 are existing military airspace currently in use. No changes will be made to the configuration of the LaVeta MOA. VR 413 will be reduced in width to only 6 miles and its floor raised from surface to 500 feet above ground level.

Response to Comment No. 3 Maxon

The Air National Guard would potentially cease pursuing the Colorado Aerospace Initiative if, through the Congress or Department of Defense, mission requirements of the 140 WG were modified or eliminated.

RESPONSES TO COMMENTS

Response to Comment No. 4 Maxon

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

Response to Comment No. 5 Maxon

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

you.

Furthering that I just want to lighten up my portion. I am thinking I want to talk about in human terms of what is really going to happen but let's not forget that question. I looked through the yellow pages today. I cannot think of one business that will not adversely be affected in this valley if this happens. Because it's not going to be a nice place to live anymore. It is not going to be a nice place to recreate in. It's not going to be a nice place to visit. It is not going to be tranquil. The assets of this valley are its peacefulness, its tranquility and its access to outdoor recreation.

I cannot think of any of those that would not be adversely affected by these flights. Doesn't even have to be an M-16 (sic) at three hundred feet. It could be the C-130's at a thousand. Still be affected. So that my comment comes as a citizen of this community and would like to just simply say no, I don't want this, but the reason I don't want this is because I actually do care about this community and I care about my own personal mental health as well as my family but also the economic welfare of this community. It is a domino effect. It will happen.

Just take two industries for example, construction and real estate. Important industries to this valley in my estimation. If no one wants to live here those industries

are going to fail. If those industries fail other ones are going to fail with them. If you're working construction in this town and you want a bite to eat you go to a restaurant for lunch or dinner. I do. If you lose your job here in those industries then people who have restaurants will lose their jobs as well as people who have hotels. If you can't live here or if you can't work here you can't live here. That's true for a lot of us. Not all of us but a lot of us.

I would just like to say that the economic effect particularly it's going to be a domino effect and it will continue to go on.

My concerns are again, once the airspace is utilized and attained it can be and will be used for anything. And I think we should really fight this as a community, not to fight the Air Force. We need our Air Force to protect us. But we don't need them in this valley. Please ask the question. Please try to get an answer. What information could we bring to the Guard that would cause them to change these decisions. Thank you.

MR. WRIGHT: Miss Carol Mallett.

MS. MALLETT: Good evening. I am Carol Mallett. I live in Custer County eleven miles southwest of Westcliffe in the Wet Mountains at an elevation of nine thousand feet. I am located in the area affected by the existing and Preferred Alternative La Veta high MOA of the

RESPONSES TO COMMENTS

Response to Comment No. 1 Mallett

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2 Mallett

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

Response to Comment No. 3 Mallett

The concept of natural quiet as a resource has been added to the Final EIS. This new discussion may be found in Subsection 4.14.

Response to Comment No. 4 Mallett

In order to address concerns regarding possible devaluation of real estate, the EIS evaluated historical data for property values. This analysis compares counties within the study area for the CAI, including those areas with currently utilized military airspace, to counties outside the study area. The results indicate that all counties experienced increases in property values. Further, in terms of median property values, counties within the study area for the CAI increased 99.71 percent compared to counties outside the study area, which increased 57.74 percent. Whereas a report published by the Federal Aviation Administration concludes "that noise has been shown to decrease the value of property by only a small amount--approximately 1 percent decrease per decibel (DNL)," this analysis applies to airport/airfield environments and not land areas underlying military training airspace. Therefore, although it is not possible to absolutely conclude that counties experiencing military aircraft overflights incur any greater change in real estate values than counties not experiencing similar overflight activity, it is not likely that real estate values would drop as a result of the CAI.

Air National Guard. I am disgusted with the inadequate and faulty results of the Draft Environmental Impact Statement for the Colorado Airspace Initiative.

As pointed out in Dale Ahlquist's response this DEIS is an insult to my intelligence and to my pocket book at a cost of one and a half million dollars of taxpayers dollars and yes, I am a taxpayer. I wish to take this oral format to vehemently oppose the MOA and MTR activity for three reasons. Excessive noise levels, land devaluation and safety issues. First, noise. Aircraft noise, however brief, is highly annoying and interferes with my quality of life. I am retired and enjoy many outdoor activities such as golfing, hiking, boating, fishing, gardening and relaxing on my patio.

Please take into account the intrusive impact of sudden, unexpected, extremely loud noise at my elevation and how much noise is amplified and multiplied at my naturally quiet location.

This or that -- the naturally quite location is the major reason that I live here. My noise level concerns are not only for myself but also for all the wildlife that live in my area and are unable to attend this proceeding.

Secondly, my socio-economic concerns are that I fear a decrease in my property value since I live in the region of impact. I could not afford to either move elsewhere to get away from the overflights or to take a loss on my investment.

As a homeowner I consider this possibility a very significant impact on my future economic status.

My third reason for opposing the MOA's and MTR's has to do with the safety issue, primarily the potential for a fire from the aircraft. Only a spark can cause a major disaster due to the dryness of this area and the inability of this rural community to respond to an emergency of this magnitude.

Also I believe that there was nothing included in the DEIS that analyzed fuel dumping. If this has not been included it needs to be addressed as a toxic substance therefore undesirable and to be addressed in the final statement.

I am gravely concerned about what happens in the sky above my head primarily for the three mentioned reasons. My opposition does not mean that I am not patriotic. On the contrary, I am proud to be an American. My parents served in World War II, one of my brothers was killed in Vietnam and another brother is a veteran of two wars. Please give heed to my reasons for opposing the current and future MOA's and MTR's. Thank you.

MR. WRIGHT: Miss Sue Kates.

MS. SUE KATES: Good evening. I am a recently retired high school teacher from Denver who lived in the center of that city for many years. Fourteen years ago my husband and I sought to escape the exact sort of noise

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Response to Comment No. 5 Mallett

The fire potential associated with aircraft overflights is generated from the potential for an aircraft crash or the use of flares in training. The EIS evaluated the potential for an aircraft crash resulting from the proposal. This evaluation determined that the likelihood of an aircraft crash would be very low. Therefore, the potential for a fire resulting from an aircraft crash would also be very low. In fact, military accidents have declined in the past decade, as described in the February 1996 report of the General Accounting Office, an organization under the U.S. Congress.

Authorized users of the airspace have proposed the continued use of flares in their training. However, the flares would not be released below 2,000 feet AGL. Once a flare is released, it ignites immediately. The burn time for a flare is approximately 4.0 to 4.5 seconds. In those 4.0 to 4.5 seconds, the flare falls approximately 500 feet. This leaves a safety margin of approximately 1,500 feet to allow for a flare that burns for more than 4.5 seconds to extinguish itself. The 140 WG has no knowledge of any fires being caused by flares released during current training missions by any aircraft utilizing Colorado Airspace Initiative airspace.

Response to Comment No. 6 Mallett

Initial response to an aircraft accident is the responsibility of the civilian authorities nearest the crash site, who would provide emergency services such as fire, police, and medical assistance, as necessary. It is the responsibility of the civilian unit responding to an aircraft accident to determine what response actions they are capable of performing, including the evaluation of proper personnel training and response equipment. If the responding unit is not capable of performing certain response actions, they should request assistance from the nearest civilian unit capable of performing the required response. In the event of an aircraft accident, the nearest USAF installation would be notified by these authorities. In most cases, the nearest USAF installation would have been previously notified by the USAF unit associated with the downed aircraft. Upon notification of the aircraft accident, the commanding officer of the nearest USAF installation dispatches a Disaster Response Force. The Disaster Response Force includes personnel who have been trained to respond to this type of occurrence, and would include disaster preparedness, security police, medical, fire department, legal, munitions, mortuary, and others as required. The Disaster Response Force would assist local response teams in matters of fire suppression, site security, medical treatment and evacuation, accident evaluation and investigation, retrieval of classified materials or equipment, and protective measures, such as munitions disposal and hazardous/toxic materials protective measures.

RESPONSES TO COMMENTS

When necessary, the Disaster Response Force would coordinate activities with other regional response forces to ensure all personnel and equipment are obtained for proper mitigation and control of the accident site. It is the ANG policy to provide training, upon request, on aircraft accident emergency response to any recognized emergency response agency.

Response to Comment No. 7 Mallett

Fuel dumping by aircraft using the CAI airspace is not anticipated. In addition, the F-16 aircraft is not capable of dumping fuel.

Response to Comment No. 8 Mallett

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 1 Kates

The decisionmaker for this action is the Secretary of the Air Force (currently Ms. Sheila Widnall). She may delegate that authority to one of her deputy secretaries, as often happens in the case of environmental impact statements.

that is proposed here this evening so we purchased property in the Wet Mountain Valley. We were willing to drive three and a half to four hours every Friday evening in order to renew ourselves in this valley.

Now we are told that DIA is the driving force for these new routes. As one who has lived in Denver for thirty-eight years and has seen these forces at work everyday let me tell you that the political forces, the politics of Denver and of Colorado have changed drastically in the last fifteen years. The western tradition of doing business with a handshake, the tradition that your word is your bond has given way to political corruption and greed there on Colfax Street in Denver.

Political forces drove the building of DIA. There was a land deal. There were important people in Denver who had land outside of Denver that needed to be sold and indeed it was sold. It was rolled over and over and many, many millions of dollars were made in the process. Denver needed a new airport like you need a hole in the head. Stapleton Airport was hardly used before the creation of DIA but it was a land deal. Today everyone knows that DIA is a national disgrace in its unprecedented mismanagement and financial corruption. How ironic that its corruption should reach into this peaceful valley.

There are a few questions I would like someone to

RESPONSES TO COMMENTS

Response to Comment No. 2 Kates

The ANG takes the public's concerns about pilot accountability very seriously. Any misconduct by a military pilot is a serious matter. If a member of the public is experiencing any problems with the military's operations in any of the airspace in an area that affects a person directly, the public affairs officer at the nearest military installation should be contacted immediately, or call (800) 582-8507.

The Federal Aviation Administration and each military service have very strict rules to ensure pilots stay within defined training airspace. The rules govern minimum altitudes, maximum speed, and type maneuvers that can be performed inside and outside designated training airspace. Military commanders have the authority to suspend pilots who willfully violate flight rules, such as flying outside designated training airspace. The military closely manages the airspace they use to ensure they do not exceed planned parameters.

Response to Comment No. 3 Kates

The use of other training areas was examined as part of the development of the alternatives studied in detail in the EIS in Subsection 2.3. The proposal was designed to minimize conflicts with potentially sensitive areas while providing the training resources necessary to meet military readiness requirements. Specific narrowing criteria for the selection of military training airspace (see Subsection 2.3.3 in Volume I) were used to evaluate other locations, and no alternative training areas were identified that could be substituted for the airspace configuration proposed in the alternatives studied in the EIS.

The primary user of the airspace included in the Colorado Airspace Initiative is the 140 WG based at Buckley Air National Guard Base in Aurora, Colorado. Because of limited resources and aeronautical constraints, virtually all of our nation's fighter units train in airspace that is within a "tank of gas" of the aircrews' base.

Response to Comment No. 4 Kates

The ANG adheres to its "Policy on Air National Guard Overflights of Designated Wilderness and Wild and Scenic Rivers," as presented in Appendix L. This policy is intended to protect specifically identified areas, such as the Sangre de Cristo and Greenhorn Mountain Wilderness Areas, by limiting training operations to no lower than 2,000 feet above ground level whenever possible unless safety of the flight or operational parameters (e.g., weather conditions) may be compromised.

answer. First of all, who are the people that are responsible for this decision? Not what governmental agency but what individuals. I guess -- it is my guess that we will never know.

Secondly, what redress does a private citizen have if these zone restrictions are violated? It is again my guess that there will be none.

No. 3. Why is it so necessary that they fly over this densely populated green pastoral valley? There are plenty of desert areas where the population is very sparse. Why this valley? Why is it so important that they fly over this particular ten square mile area. You know, people have

worked very hard to have this become a protected wilderness area. Why then does the government that he represents (indicating) now propose to destroy that same protected wilderness area? I don't understand that.

You know, folks, this is a political year. We need to be aware of the fact that this is an election year. Roy Romer has ambitions to follow Bill Clinton to Washington. You will find that Roy Romer will be very, very, very visible in Clinton's fall campaign. He does not want any disturbance in Colorado of any scope that would attract national attention.

This is the time perhaps for us to go to Denver, for us to go en masse to attract a little media attention. This is

the time for us to go and grab our neighbors out of our houses and get together on buses or drive or walk or ride a horse or do whatever we have to do to get down there in front of the governor's mansion and let him know that we care about this valley. This is the time to create just this kind of a disturbance in order to save this valley for us and for our children and for our grandchildren. Thank you.

MR. WRIGHT: Mr. Kelley.

MR. KELLY: I am Mike Kelley. I live here in Westcliffe and moved here for obvious reasons that have been mentioned many times before me. You know, it occurs to me that having the Guard's oversight of this study is equivalent to letting the fox set the guidelines for protecting the chicken coop. This just doesn't make sense. The many, many, variations that have been already pointed out to us in the report I think causes me at least to rule it totally invalid.

I understand that the Guard or the Air Force has access to approximately 50% of the airspace in the U.S. Is this correct? Sir, is this correct?

MR. WRIGHT: Just make your statement, sir.

MR. KELLY: I understand that the Guard and the Air Force has access to 50% of the airspace in the country. Is this correct?

RESPONSES TO COMMENTS

Response to Comment No. 1 Kelly

Under FAA rules and regulations, any aircraft, military or civilian, has access to the vast majority of airspace in the United States.

Response to Comment No. 2 Kelly

The Air National Guard intends to fly all airspaces addressed in the Colorado Airspace Initiative in accordance with USAF rules and FAA regulations. Also, operational restrictions, as outlined in Volume 1, Section 4-18, will also be adhered to. Lastly, any increase in flight numbers would require further environmental documentation.

Response to Comment No. 3 Kelly

The MRNMAP and ROUTEMAP programs used in this EIS employ physical models derived from the Air Force's NOISEMAP technology. Aircraft noise levels are based on a data base of controlled noise measurements at known distances and flight conditions. Application to specific locations and distances use well established physical laws. The relationship with distance is well represented by this methodology.

Response to Comment No. 4 Kelly

The Colorado Airspace Initiative is not an expansion of airspace, but rather a modification. In many cases, this modification actually results in a reduction of airspace and/or number of sorties flown. The need for the Colorado Airspace Initiative is presented in Subsection 1.3 of the EIS.

MR. WRIGHT: Will you please just make your statement, sir?

MR. KELLY: I want an answer

MR. WRIGHT: Time is expiring, sir.

MR. KELLY: I will finish my statement.

These control tests are tailored for approval of this study and this project. After approval the gauntlet is laid down. Anyone that flies through the area can use it. Any aircraft in the inventory, at any height, at any altitude that any individual pilot wants to fly.

These noise tests are a joke. Averages don't mean a thing. You may take a noise reading at thirty thousand but when you fly it at five hundred feet what is the relationship? I want to emphasize that you have not shown a need for using this expansion, using this airspace and expansion of these flights. What is the need in it? You already control a vast majority of the airspace in the country. So you have not demonstrated a legitimate need for these overflights. Thank you.

MR. WRIGHT: Casey Rusk.

MS. RUSK: I am Casey Rusk and co-owner and general manager of the historic Pines Ranch. We are located eight miles northwest of Westcliffe at eighty-seven hundred feet in the Sangre de Cristo mountains. We own and operate a guest ranch.

RESPONSES TO COMMENTS

Response to Comment No. 1 Rusk

It is possible that aircraft noise could startle domestic animals, especially young or penned animals, and cause them to injure themselves. However, animals adapt and habituate to various sound sources, including jet aircraft noise. Because the airspaces associated with the CAI are mostly existing airspace that have been utilized for over 25 years, this adaptation and habituation to jet aircraft noise has likely already occurred.

Response to Comment No. 2 Rusk

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

With regard to the aircraft we have had many incidents. One day in particular I was in the mountains above the ranch with a group of guests. I could hear the aircraft coming and having been used to that sound I knew what to expect so I told the guests to hold on to their horses and just be ready for anything. Of course the horses jumped around and kind of got very nervous and skittish because it wasn't the normal sound. No one was hurt. We were fortunate. But it is difficult for people who are not familiar with the animals to control this kind of situation. We were on a very steep side of the mountain. We were just lucky.

Another incident occurred at our overnight camp we have farther up in the mountains. It's a very secluded area. We were sitting around getting ready for dinner. It was late in the afternoon and a plane came through the little meadow where our camp is so low that you could see the numbers on it. This obviously did not add to my guests experience in the mountains. We also worried about the horses breaking loose from their ties and running home.

Two years ago, in the late spring we had ten baby horses. They were approximately two to three months old at the time and had just been weaned. They were in a pasture in the nice little meadow with lots of trees together. One day the planes came through again at a low altitude making a great deal of noise and these horses ran right through the

RESPONSES TO COMMENTS

Response to Comment No. 3 Rusk

The role of tourism in the local economy, and its impact from the alternatives associated with the CAI, have been studied in the EIS as a part of the evaluation of socioeconomic impacts. There are a number of factors, other than aircraft operations, that may affect tourism and the use of recreational areas, including weather, the proximity of other attractions in the area, and the economy. While it is possible that a tourist visiting an area may find an aircraft overflight to be annoying, no significant change to the tourist industry would be expected considering the fact that the majority of the CAI airspace has existed for many years and the relevant influences from military aircraft operations are not changing in the study area. The contribution of tourism earnings to total industry earnings was presented in the EIS for each airspace. In all instances, these values were very consistent with overall state levels of tourism earnings as compared to industry earnings.

Response to Comment No. 4 Rusk

The fire potential associated with aircraft overflights is generated from the potential for an aircraft crash or the use of flares in training. The EIS evaluated the potential for an aircraft crash resulting from the proposal. This evaluation determined that the likelihood of an aircraft crash would be very low. Therefore, the potential for a fire resulting from an aircraft crash would also be very low. In fact, military accidents have declined in the past decade, as described in the February 1996 report of the General Accounting Office, an organization under the U.S. Congress.

Authorized users of the airspace have proposed the continued use of flares in their training. However, the flares would not be released below 2,000 feet AGL. Once a flare is released, it ignites immediately. The burn time for a flare is approximately 4.0 to 4.5 seconds. In those 4.0 to 4.5 seconds, the flare falls approximately 500 feet. This leaves a safety margin of approximately 1,500 feet to allow for a flare that burns for more than 4.5 seconds to extinguish itself. The 140 WG has no knowledge of any fires being caused by flares released during current training missions by any aircraft utilizing Colorado Airspace Initiative airspace.

fence. We were real lucky again because we had smooth wire in that particular pasture and we don't in all of them. But they blew through the fence and they were caught and some of them were hurt but we managed to save them all. None of them were critical.

These horses are our livelihood. We raise them for the purpose of our guests at the ranch. The situation again could have been disastrous. As a dude ranch we provide many people the opportunity to experience the west. Horseback riding in the forest and the mountains in a way that is safe and fun.

Having these planes fly through ruins the experience and countless numbers of guests, countless numbers of guests have said they will not return to the ranch if it will continue. We provide services to twenty to forty guests per week from May through October. We also are very concerned about the fire hazard that was mentioned because once that forest burns we have no business. We are not there anymore. The people that come to our ranch each week not only benefit us but they benefit our entire community.

There is no way we would be able to continue to provide a safe vacation for our city slickers in this pristine area with countless planes flying through.

People come to this valley to relax and enjoy the serenity and the quiet. It will be impossible to do any

kind of business with the MOA dominating our valley airspace.

Thank you.

MR. WRIGHT: Mr. Mark Spink.

MR. SPINK: I know you can't see this map but if you want to refer to it later it will be over at the table. I am Mark Spink. I live at 18 Blackberry Court, but more accurately in Bloomenaugh subdivision in the La Veta MOA.

I have brought a map here to indicate that there are indeed people under all this planned expanded training area. Bloomenaugh is the very tiny area represented right here. Very small area but this exploded view shows how many homes are in the development, this small development alone.

Now there are forty homes scattered among some three hundred privately owned parcels. Now this map shows only about one half of the MOA right here. And none of the MTR's.

It doesn't show any of the countless developments like Huefano Verde, Eastcliffe, Antelope Valley, Centennial, many, many more; to say nothing of the more populous areas like Canon City, Penrose, Gardner, Wetmore, Colorado City, San Isabelle, Rye and Moffat, Crestone, campgrounds in the national forest like Overt Creek and Hardscrabble and you have apparently refused to acknowledge the presence of all these people on which there will be no significant impact.

Okay, thanks.

RESPONSES TO COMMENTS

Response to Comment No. 5 Rusk

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

As to the specifics of the DEIS and its inadequacies I would cite that number 1 in the five years since your aborted attempt to establish the Redeye Complex, an action that stirred a fire storm of protest in the affected area, you have established an entirely new base line for action which bears no relationship to your no action alternative.

You have failed to report the actual sortie count from 1991 to '96 but the only available yearly data indicates that the numbers never exceeded three hundred and fifty and fell as low as two hundred and fifteen that we know of.

In other words, one third of the no action alternative base line that is used. Now this attempt to lull the fears of the residents to quiet the protest has not been acknowledged in your numbers.

Yet and I quote from page 1-2 of your report that the 140th Wing is currently mission ready and has successfully passed an operational readiness inspection, ORI, that validates the combat capability of the units. We commend you for that. Just keep it up.

Now there is no evidence that you prepared an OARS operations and research study as required by the Air Force. Now the last known attempt to establish the need for the proposed changes was only a draft OARS for the rejected Redeye Complex. The need has still not been established.

No. 3. According to your own established USAF master

RESPONSES TO COMMENTS

Response to Comment No. 1 Spink

The baseline sortie numbers, published in the Draft EIS for the No-Action Alternative, are representative of typical annual use of the La Veta MOA. For example, annual usage for La Veta MOA for 1994 was 985 sorties and in 1995 was 994 sorties. The low utilization from 1991 to 1993 was due to the 140 WG conversion from the A-7 to the F-16 aircraft.

Response to Comment No. 2 Spink

The frequency of training flights that have been observed by the public represent normal operations needed to fulfill USAF training requirements.

Response to Comment No. 3 Spink

A draft Operations and Resources Study (OARS) for the Colorado Airspace Initiative was being developed to supersede the Redeye Complex OARS/Description of Proposed Action and Alternatives (DOPAA). Upon review of the draft OARS for the Colorado Airspace Initiative, a decision to move directly to a DOPAA was made by the ANG. This DOPAA was used to initiate the Colorado Airspace Initiative EIS process.

Even though the LaVeta MOA is smaller than the optimum size recommended by the United States Air Force (USAF) Master Plan, the MOA performs a valuable function in allowing aircraft to accomplish some training events. For example, the MOA is used for ground to air threat avoidance and medium altitude air-to-air training.

RESPONSES TO COMMENTS

Response to Comment No. 4 Spink

The Schultz curve has been updated and validated several times since its original publication in 1978. Appendix G of the Final EIS has been changed to include the current version. The current version has been demonstrated to be applicable to a wide range of situations, including military aircraft in rural areas.

Response to Comment No. 5 Spink

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

Response to Comment No. 6 Spink

A discussion on environmental justice has been added to the Final EIS. This new discussion may be found in Subsection 4.19. The concept of environmental justice addresses the issue of determining if actions of Federal agencies disproportionately impact the human health and environmental conditions in minority communities and low-income communities. The majority of the airspace associated with the alternatives addressed in the EIS has been in existence for many years and the changes being proposed would not significantly alter the current configuration. Environmental justice issues would be more relevant for new airspace, which occurs primarily in the southeastern portion of the State of Colorado. This new airspace does not affect any single minority group and overlies a wide variety of socioeconomic conditions.

plan the La Veta MOA fails to provide the necessary space.

The master plan suggested sixty nautical miles by seventy nautical miles. The La Veta MOA is less than forty in both dimensions, less than one half of the space suggested.

No. 4. All the sound studies based on the antiquated 1978 discredited and misleading Schultz synthesis curve that is page G-6 which mixes all transportation noise with aircraft noise and makes comparison to urban environments rather than rural and wilderness environments.

No 5. You failed completely to deal with one of the most common objections, certainly mine voiced to the activities generated in the MOA's, MTR's and Airbursts.

The destruction of the aesthetic pleasures and tranquility sought by residents of the affected counties saying merely that these subjective feelings are not subject to objective measurements.

Well, you should tell that to the hundreds of psychology, sociology, political science and medical ethics departments conducting research in all the major universities on subjective reality.

Number 6. You have also failed to include an environmental justice section which should deal with the income disparity between those under the MOA and the rest of the state. Aurora, Colorado, and metropolitan Denver get the wheat and we get the chaff.

RESPONSES TO COMMENTS

Response to Comment No. 7 Spink

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

Although Ldn is called an "average," it represents the total sound occurring within a 24-hour period, and is often described as a "cumulative" measure of impact. It has been shown to properly account for individual loud events of the type that may occur with military aircraft operations. However, while Ldn measures the total effect of all events, it does not describe the sound level for individual events. Whereas the Draft EIS presented some descriptions of individual aircraft noise events, the Final EIS has been modified and now presents additional discussions of individual aircraft noise events and maximum sound levels that are useful to evaluate potential impacts.

Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Aerospace Initiative.

Other matters include the absurd noise averaging over twenty-four hours. Time allowed for commentary here is ridiculous. Exclusion of affected population sites under the MOA for these DEIS sessions.

Ignoring current demographic and economic data, ignoring tourism impact data, ignoring domestic and wildlife impact data save for part of the buffalo herd over in the other valley and the inappropriate location of noise testing sites on the open plains rather than in the mountains in which we live and you will fly.

MR. WRIGHT: Elaine Kelley.

MS. KELLY. I live here in the city of Westcliffe and first of all allow me to congratulate all of you taxpayers who are here tonight who provided the funds for this dog and pony show.

The citizens of Custer County are observing more and more flights over our area in the period since the last Scoping period held in Westcliffe. One can no longer take a walk or sit out in order to enjoy our beautiful sunrises or sunsets without having the view distorted by vapor trails in every direction.

They pierce all of the cloud patterns and they do pierce the tranquility of the valley. Even the poor dogs in the city cry out in pain from the sound. Sounds which sometimes are not even evident to our ears. Pity the poor wild

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Response to Comment No. 8 **Spink**

In order to allow everyone an opportunity to comment at the public hearings, a time limit of 5 minutes was established for each individual oral comment. After everyone had spoken once, individuals were given an opportunity to speak again in additional rounds in case the initial 5 minute period had not been adequate for an individual to complete their comments. This was repeated until everyone had given all their comments. No oral comment sessions ended with commentors indicating they wished to give further comments.

Response to Comment No. 9 **Spink**

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

Response to Comment No. 10 **Spink**

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

Response to Comment No. 1 Kelly

The Colorado Airspace Initiative is not an expansion of airspace, but rather a modification. In many cases, this modification actually results in a reduction of airspace and/or number of sorties flown. The need for the Colorado Airspace Initiative is presented in Subsection 1.3 of the EIS.

Response to Comment No. 2 Kelly

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

creatures.

With the great amount of airspace which has already been noted being available to our Air Force and our Air National Guard it would not appear that they have in any way, form, or fashion stated an adequate case for the need even for the MOA La Veta path or especially to increase it.

We respectfully request that you please reconsider your decision making process and consider the wishes of the majority of the citizens affected by the La Veta MOA and discontinue it in its entirety. Thank you for allowing our response to your report.

MR. WRIGHT: Dale Ahlquist.

MR. AHLQUIST: My name is Dale Ahlquist.

I am the Director of the National Airspace Coalition, a nonprofit organization that is a public interest group concerned about the expansion of military airspace around the United States.

My organization is based in Minnesota and I want to say it is a lot nicer here than it is in Minnesota. I have prepared a very thorough critique of the draft DEIS. There are copies available in the back. If you haven't seen one I ask you to take a look at it.

About two years ago I had the privilege to testify before Congress in Washington D.C. on a military land reform bill. There is a law called the Engle Act in which any

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taking of land in excess or public land in excess of five thousand acres requires congressional approval. Congressman Bruce Vento of Minnesota was proposing to take the Engle Act and applying it to airspace so that any taking of airspace over more than five thousand acres of public land would also require congressional review.

At that hearing the military objected to that proposed law because they said it would take too long to get that kind of airspace approved and it would compromise their readiness and while their objections were not surprising it was surprising that other government agencies objected to the proposed law because they felt that the NEPA process was adequate. The National Environmental Policy Act would allow the other government agencies to sufficiently review any environmental impacts and would prevent a takeover if there were a significant environmental impact.

I testified in favor of Congressman Vento's bill and when I completed my testimony Congressman Vento's asked me if I thought the NEPA process was adequate.

And I said to him that out in Colorado we have submitted evidence and objections and studies and scientific data a pile about five feet high. If that EIS comes out with a finding of no significant impact I think that would be proof positive that the NEPA process is not only inadequate but has become a sham. That was two years ago.

Response to Comment No. 1 **Ahlquist**

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

Response to Comment No. 2 Ahlquist

Every effort has been made to make this EIS as understandable as possible, while still providing the appropriate scientific analysis to allow decision makers to make informed decisions. In accordance with guidance from the Council on Environmental Quality, simple summary information is presented in Section 2, details of the impacts are presented in Section 4, and more complex analyses are offered in the appendices. Each reader may choose to read the level of analysis that is appropriate to his or her familiarity with the subject matter.

Response to Comment No. 3 Ahlquist

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

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Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Airspace Initiative.

Well, two years ago and we are standing here looking at that predicted finding of no significant impact. I think this Draft EIS has gone to just unbelievable extremes to disregard any evidence that is inconvenient to its conclusions. It's a really horrible document.

It's intimidating because of its size but worse than that someone else testified the other night it creates apathy. A document like that you don't even want to deal with it. You don't even begin to know how to approach it.

The purpose of these hearings is to have public response to the draft DIS. Well, most of the people have not even had the opportunity to read the whole thing because they haven't been able to get their hands on it and those who have had the opportunity to read it have had a very hard time dealing with the analyses that is offered in it and those of us that have read the whole thing, all three of us, are not only disappointed but disgusted with the document.

What does that tell you about the NEPA process? Is it working? Or better yet who is it working for or better yet who is working it? I am just going to talk about one and the most important aspect of the draft DIS which is the noise analysis.

Common sense would dictate that an unexpected loud horrendous noise averaged over twenty-four hours does not indicate the true impact of that noise. But we are being

told that is industry standards.

The science of noise modeling is very difficult to comprehend, the average person cannot comprehend it. Those who can comprehend it if they object to it are told that they don't have the credentials to object to it. So that the only way you really understand it is if you agree with it. So when you get knocked off your horse or your cattle run through the fence or your yearlings miscarry or your hunting trip that you have been planning for a year is ruined or your retirement or your vacation is wrecked or your ears are shattered your problem is that you don't understand noise modeling.

MR. WRIGHT: Tom Redmond.

MR. REDMOND: I have just received a written note from General Mason Whitney that says he is going to move this entire mess to Fremont County. Just kidding. My name is Tom Redmond. I am lucky enough to own a ranch twenty miles south of this beautiful valley.

Wet Mountain Valley was selected as the site of my major breeding program because of its quiet, serene environment. If I wanted to locate it at the end of an airport runway I would not have had to come this far. We need a quiet environment in order to raise a crop of very important and expensive young animals, the income of which runs the ranch. We have about a thousand mama black face baldies. And we

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Response to Comment No. 4 Ahlquist

The approach used in the EIS has been modified. The Federal Interagency Committee on Noise (FICON), representing a variety of Federal agencies with a mix of concerns associated with aircraft noise, reviewed aircraft noise analyses issues in 1992. This committee's report (FICON 1992) continued an approach to evaluating relative impacts associated with aircraft noise that has been recognized by noise analysis experts as the most widely endorsed and comprehensive approach to aircraft noise analysis available. This approach to noise analysis was incorporated into the analyses associated with the Draft EIS. In general, Federal land use compatibility criteria are derivatives of guidelines first devised for land near airports. All land use compatibility is based on the use of Day-Night Average Sound Level (abbreviated as DNL or Ldn) as the descriptor representing community noise environments. The criteria treat areas below DNL 65 dB as compatible for all uses, including residential, and they treat DNL 65 dB as a threshold for significant exposure. There is no generally accepted method for treating rural areas differently for these purposes.

However, many EIS reviewers, including some members of the Federal regulatory community, felt the application of the FICON standards, and the 65 dB threshold, to a rural setting was inappropriate for such areas with more quiet ambient noise conditions. Consequently, the use of the 65 dB threshold as the sole means to assess relative impacts or the acceptability of noise levels associated with aircraft operations addressed in the EIS has been modified and the analysis now includes additional information to evaluate potential impacts.

Response to Comment No. 1 Redmond

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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raise about eight hundred babies out of them and we need to sell those babies to run the ranch.

We breed and show prize winning Appaloosa horses and we breed these horses and we have our own stallions so and we hand breed these horses.

It's a dangerous situation when you are leading a twelve hundred pound enraged animal. We allow no noise. It has to be a quiet atmosphere. There is only two people allowed in the arena. No talking. Do you have even the slightest idea of the disastrous consequences of a flight of F-16's passing over at that moment? In your opinion, is this covered under no significant impact? We have a band of very expensive Arabian brood mares. Some of them cost as much as fifty thousand dollars and they produce babies that are in that price range. And we rely on selling these babies and the Arabians absorb the fetus very easily for any number of light reasons such as a stomach ache let alone a loud significant startle noise.

We have about four hundred head of buffalo and we are going to a thousand head of buffalo.

Regardless of the flawed thing they showed you here they do stampede very easily and a thousand buffaloes at last year's prices is worth somewhere in the neighborhood of three million dollars and we rely on the sale of those off spring to run the ranch.

Response to Comment No. 2 Redmond

It is possible that aircraft noise could startle domestic animals in close association with humans (e.g., penned animals) and cause injury to humans or the animals. However, animals have been shown through numerous studies to adapt and habituate to various sound sources, including jet aircraft noise. Because the CAI airspaces involved where humans and domestic animals are in close association are also mostly existing airspace that have been utilized for over 25 years, this adaptation and habituation to jet aircraft noise has likely already occurred.

Response to Comment No. 3 Redmond

Numerous studies have shown that military aircraft noise does not affect the birthing success of a variety of domestic and wild animal species.

Response to Comment No. 4 Redmond

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

Response to Comment No. 5 Redmond

The CAI was initiated several years ago with an Original Proposal that did include some low-altitude flights in the areas identified. However, the ANG identified a new Preferred Alternative in the Draft EIS. This Preferred Alternative was the culmination of efforts by Governor Roy Romer, members of the Colorado Congressional delegation, a Citizens' Working Group, and the ANG to reach a viable alternative which addressed the concerns of the citizens of Colorado.

This Preferred Alternative does not include new or lower flights in the vicinity of the Wet Mountain Valley or the Sangre de Cristo eastern slope. In fact, La Veta MOA will remain as currently charted (minimum altitude 13,000 ft. MSL) but with fewer flights. A military training route, VR-412, which is currently charted through the Wet Mountain Valley, will be totally eliminated. Rather than increasing the training activities in the area, training would be reduced. Low-altitude flights in the Wet Mountain Valley, using either MOAs or MTRs, would be completely eliminated by this proposal.

Response to Comment No. 6 Redmond

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

There are eight families on the ranch who raise their children and they rely on the income of that ranch to support those children. The ranch employs about fourteen people and pumps about a million dollars a year into Custer and Huerfano county. Your MOA with its disastrous startling noise would destroy the very heart of this twenty-five million dollar breeding operation. It does not take a rocket scientist to look at the superficial data and come to the conclusion that your proposed MOA will have a negative impact and is completely incompatible with this area.

And one last point. I spoke with Essa Hoto, the owner of the buffalo herd that was shown in this film, and he told me in his words and I quote, "It was a bogus test from the beginning set up to attain the results that the Guard wanted."

And in conclusion, I am going to answer this young man's question about the one fact that you need to give the Guard to stop this whole thing. Bob Senderhauf was walking through the valley one day, came to a creek and found a bottle. He picked up this bottle and rubbed it and out popped a genie. The genie said God, I had been have in there for four hundred years. I never thought I'd get out. Is Napoleon still around? Bob says no. The genie says, well, you got one wish. So Bob says I would like to build a bridge between the USA and England because I love to go to England and visit but

I don't want to fly. And the Genie said wow, that is one big request. You got anything a little lighter and Bob says give me the one thing that I can tell the Guard that will make them cancel this whole thing and the Genie said you want that two lane or four?

AT THIS TIME THERE WAS A CHANGE OF STENOGRAPHERS

RESPONSES TO COMMENTS

Response to Comment No. 1 Ignacio

The CAI was initiated several years ago with an Original Proposal that did include some low-altitude flights in the areas identified. However, the ANG identified a new Preferred Alternative in the Draft EIS. This Preferred Alternative was the culmination of efforts by Governor Roy Romer, members of the Colorado Congressional delegation, a Citizens' Working Group, and the ANG to reach a viable alternative which addressed the concerns of the citizens of Colorado.

This Preferred Alternative does not include new or lower flights in the vicinity of the Wet Mountain Valley or the Sangre de Cristo eastern slope. In fact, La Veta MOA will remain as currently charted (minimum altitude 13,000 ft. MSL) but with fewer flights. A military training route, VR-412, which is currently charted through the Wet Mountain Valley, will be totally eliminated. Rather than increasing the training activities in the area, training would be reduced. Low-altitude flights in the Wet Mountain Valley, using either MOAs or MTRs, would be completely eliminated by this proposal.

Response to Comment No. 2 Ignacio

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

Response to Comment No. 3 Ignacio

Noise from aircraft operations contributes to the overall noise burden on the environment generally referred to as "noise pollution." Military aircraft operations contribute to this burden. Widely accepted means to measure and judge the severity of "noise pollution" do not exist; however, the means to measure or model noise levels does exist. This EIS provides an evaluation of the noise levels associated with military aircraft operations. These levels, when combined with other sources of noise within the environment, contribute to "noise pollution."

PRIVATE ORAL STATEMENT

MS. THERESA IGNACIO: I am against the MOA expanding in our area. I moved here away from the city noise, pollution, air pollution etc. to create a simple peaceful life style. This beautiful valley is rich in wildlife, beautiful mountains and wilderness.

I feel my quality of life will be drastically affected by this change. These are my human rights to create the type of community that I support, that supports my well-being and the well-being of my children.

The noise pollution created from these MOA's will affect me, my children and not to mention our domestic animals and wildlife in adverse ways I am not willing to accept.

The EIS of determining the level of noise pollution in the valley was based on factors used for urban areas which make its findings inconsistent and inadequate for our rural environment. I am a taxpayer and my taxes go for the support of our way of life now, not the destruction of it.
Sincerely, Theresa Ignacio.

MS. PEARLE SANDSTROM-SMITH: The EIS is flawed and a major question is -- how do I word this -- if the Colorado National Guard is supposed to protect and serve why are they ignoring the people that they are supposed to protect and serve by disregarding their wishes and harassing them. Okay, I said it. That's it.

RESPONSES TO COMMENTS

Response to Comment No. 4 Ignacio

The approach used in the EIS has been modified. The Federal Interagency Committee on Noise (FICON), representing a variety of Federal agencies with a mix of concerns associated with aircraft noise, reviewed aircraft noise analyses issues in 1992. This committee's report (FICON 1992) continued an approach to evaluating relative impacts associated with aircraft noise that has been recognized by noise analysis experts as the most widely endorsed and comprehensive approach to aircraft noise analysis available. This approach to noise analysis was incorporated into the analyses associated with the Draft EIS. In general, Federal land use compatibility criteria are derivatives of guidelines first devised for land near airports. All land use compatibility is based on the use of Day-Night Average Sound Level (abbreviated as DNL or Ldn) as the descriptor representing community noise environments. The criteria treat areas below DNL 65 dB as compatible for all uses, including residential, and they treat DNL 65 dB as a threshold for significant exposure. There is no generally accepted method for treating rural areas differently for these purposes.

However, many EIS reviewers, including some members of the Federal regulatory community, felt the application of the FICON standards, and the 65 dB threshold, to a rural setting was inappropriate for such areas with more quiet ambient noise conditions. Consequently, the use of the 65 dB threshold as the sole means to assess relative impacts or the acceptability of noise levels associated with aircraft operations addressed in the EIS has been modified and the analysis now includes additional information to evaluate potential impacts.

Response to Comment No. 1 Sandstrom-Smith

The ANG cares about the people that live near their training areas and how they feel about the activity associated with training. The NEPA process is providing the ANG with an opportunity to hear exactly what the public feels about its proposal before any decisions are made. Every scoping comment and every comment on the Draft EIS sent to the ANG has been read and incorporated into the administrative record for the proposal. Public comments have provided a better picture of what subjects the public wanted addressed in the document and have enabled the ANG to improve the EIS by adding or expanding to discussions in the Final EIS. Examples of added or expanded discussions include human health effects, natural quiet, environmental justice, amongst others.

RESPONSES TO COMMENTS

(E.J.) PUBLIC SESSION 8:15 p.m.

MR. WRIGHT: Mr. Gavin Ehringer.

MR. EHRINGER: Can everybody hear me in

the back? Good. I would say if this were a boxing match and I were scoring it that the public is leading by a hundred and two shots to about three for the Air National Guard.

Unfortunately, I think our opponent is a five hundred pound gorilla and I'm hoping that these meetings will have some sort of a positive impact.

To begin with, I am a writer. My job, as I see it, is to take complex issues and to write about them in a clear, lucid fashion with words that can be easily understood by the average person. I have read the DEIS and folks, I have got to admit that I can't make sense of it.

So I will put the DEIS aside for now and try to draw a word picture about what all this boils down to me. How many of you have seen Wayne's World? A few. Good. Good.

There is a scene in that film in which Wayne and his friend Garth are laying on their backs staring up at the heavens. As they talk philosophically a low flying plane comes in over their car and it sounds something like this, swoosh. And Wayne and Garth sit on the car and they go aaaaaaaahhhhhhhhh (screaming). The sound is deafening, kind of like standing in front of the speaker towers at a Def Leopard concert. The guys scream. It's such a thrill.

Response to Comment No. 1 Ehringer

Every effort has been made to make this EIS as understandable as possible, while still providing the appropriate scientific analysis to allow decision makers to make informed decisions. In accordance with guidance from the Council on Environmental Quality, simple summary information is presented in Section 2, details of the impacts are presented in Section 4, and more complex analyses are offered in the appendices. Each reader may choose to read the level of analysis that is appropriate to his or her familiarity with the subject matter.

RESPONSES TO COMMENTS

Response to Comment No. 2 Ehringer

The CAI was initiated several years ago with an Original Proposal that did include some low-altitude flights in the areas identified. However, the ANG identified a new Preferred Alternative in the Draft EIS. This Preferred Alternative was the culmination of efforts by Governor Roy Romer, members of the Colorado Congressional delegation, a Citizens' Working Group, and the ANG to reach a viable alternative which addressed the concerns of the citizens of Colorado.

This Preferred Alternative does not include new or lower flights in the vicinity of the Wet Mountain Valley or the Sangre de Cristo eastern slope. In fact, La Veta MOA will remain as currently charted (minimum altitude 13,000 ft. MSL) but with fewer flights. A military training route, VR-412, which is currently charted through the Wet Mountain Valley, will be totally eliminated. Rather than increasing the training activities in the area, training would be reduced. Low-altitude flights in the Wet Mountain Valley, using either MOAs or MTRs, would be completely eliminated by this proposal.

- 2 -

Folks, I don't want to live in Wayne's World.

I moved to the Wet Mountain Valley to work in tourism.

I packed horses into the mountains. I hiked the trails. I climbed rocks. Later I became a writer.

Solitude I think helps me to do my work, to be productive. Maybe other people can work in noisy newsrooms but I can't. If these flyovers should prove distracting I'll leave and I will take my income with me. And so will many others.

A lot of my friends come here to visit me seeking recreation. I think that if these people are buzzed by F-16 fighter jets flying low level strafing runs they will conclude their wilderness trips were not satisfactory and they won't return.

I have a feeling that this is going to be a common problem here. There is one thing that I did understand about the Draft Environment Impact Statement. It says there will be no significant impact on the livelihoods of the people of Huefano and Custer counties. Let me clarify as a writer what this means. There will be no significant concern about the impact on the lives and the livelihoods of the people of Huefano and Custer counties.

MR. WRIGHT: Merr Shearn.

MS. SHEARN: My name is Merr Shearn. I own property in Westcliffe. I have many objections and

RESPONSES TO COMMENTS

Response to Comment No. 1 Shaw

Sortie numbers are an excellent means to determine potential overflights. MTRs are one-way traffic routes so an aircraft can pass over a single location only one time on one sortie. MOAs do allow an opportunity for multi-directional traffic; however, training objectives to vary the pilot's experiences during the sortie and fuel limitations of the aircraft would make repeat identical passes over one ground location an undesirable and unlikely training scenario.

concerns about the Colorado Airspace Initiative but tonight I would like to address just one issue.

The Environmental Impact Statement is untruthful and does not accurately reflect the overwhelming number of overflights that will be imposed upon us.

For example, let's look at the number of overflights that we can expect at one fixed location. Let's take the town of Gardner. At the February, 1994 Scoping hearing in Gardner I asked the Guard's environmental representatives how many overflights would cross over that town. Though I asked the same question of at least five Air National Guard representatives including their environmental experts none could or would answer that question. I suspect the same would happen today.

That is because flight estimates in the Draft Environmental Impact Statement are based on sortie counts, not overflights. One sortie represents one plane leaving base and returning. Inside a MOA that one sortie can include five or more overflights.

That is because inside a military operations area pilots can fly around and around in a wide range of aerobatic maneuvers. Therefore, the number of overflights over a particular town under the La Veta MOA would out number the sortie counts by a substantial factor. It is deceitful to talk about sorties when what we really fear are excessive low

RESPONSES TO COMMENTS

altitude overflights.

Let me make myself clear. By overflights I mean the number of times one jet passes over a specific fixed location. By telling us the number of predicted overflights the Guard would provide a better picture of what actually happens inside an MOA.

For example, the Draft Environmental Impact Statement says that in the La Veta MOA which overlies the town of Gardner there will be six hundred and thirty-four sorties per year. That is almost two a day. But wait. Inside an MOA these jets will circle around several times during one sortie. Let's say those planes circle five times in one sortie. That is up to three thousand one hundred and seventy flyovers or overflights each year. That averages out to almost nine overflights each day. That's like living next to an airport and there is a big difference between six hundred and three thousand overflights.

I would like to apply the same scenario to Wetmore. There, homeowners will get even more flights and half of them can be at three hundred feet. They don't live next to an airport. They live on the runway.

But wait. That's not all. In the four proposed military training routes, the one way routes that lie just north and east of town the Guard plans another sixteen hundred sorties. In the end that is a total of three

RESPONSES TO COMMENTS

Response to Comment No. 2 Shaw

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

thousand two hundred overflights thirteen a day, half of which are at three hundred feet. There is a big difference there. The whole point of establishing an MOA is to allow jets to circle, climb and conduct a wide range of acrobatic maneuvers. What point is there then in studying environmental impacts of one sortie through such an area?

It's my strong belief that had the Guard used overflight counts, not sortie counts, in its studies it could never have reached the conclusion that this proposal would have no significant impact on the culture, environment and economy of this valley.

With this in mind I would like to take this occasion to formally demand the Air National Guard to take the following steps before releasing its final Environmental Impact Statement.

Number 1. Provide a realistic estimate of the number of overflights, not sorties, that will impact specific towns, environmental resources and historic sites underneath the La Veta MOA

And 2. The Guard must re-compute its noise analysis studies based on a realistic projection of overflights and altitudes, not merely sortie counts.

And in conclusion, back last year at the other Scoping meeting I said to the environmental study people you should be ashamed of yourself when you don't know what it is you are

studying. You can't tell me how many flights you are studying. I feel that way tonight as well.

MR. WRIGHT: Mr. Kevin Honness.

MR. HONNESS: Good evening. Can everyone hear me all right? My name is Kevin Honness. I live in the Upper Huefano District of Huefano County. I have a couple of comments I would like to make on this DEIS that we are here talking about tonight.

I am going to start out by thanking the people that worked so hard on this proposal. These people include members of the Working Committee, the citizen information group and the technical information group but more so I would like to thank the members of the Huefano Valley Citizens Alliance and the Custer County Action Association for keeping the rest of us up-to-date since the Scoping meetings in 1993. Without these peoples involvement and their knowledge and their commitment to this process this forty-five days that we have to review this document would be a considerable task indeed.

I would also like to thank the Air National Guard and the Colorado Air National Guard for adhering to the process of the National Environmental Policy Act as stipulated by Congress.

Although this process is a little more expensive and time consuming than the EA or the Environmental Assessment

RESPONSES TO COMMENTS

Response to Comment No. 1 Honness

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

that was slated for the Redeye Complex proposal, in the long term, it's always going to be best to involve the public, our input into the decision making process. I am going to talk about sorties first since these sorties themselves were identified under this proposal as a key component in essentially all other analyses within the draft.

In reviewing the data and reading through the methodology in which the data was derived from I feel that the figures listed for the total sorties within the MOA's themselves is understated by at least a factor of three.

The reason for this and the last speaker reiterated or spoke about the same thing is we have multiple passes within these MOA's. When F-16's are conducting air to air combat scenarios such as described in the scenario 2 and in the special training scenario of 1 and 2, "there exists the possibility for delay of up to thirty minutes within the La Veta MOA."

Since we know the F-16's are not at rest during these thirty minutes there exist the possibility for multiple passes over a given area which should be counted as separate sorties since they are separate intrusions or impacts, the current definition of a sortie notwithstanding.

I have observed on several occasions up to four passes of planes using the La Veta MOA for air to air training.

I understand that the current model for determining

RESPONSES TO COMMENTS

sorties does not have the means for addressing multiple passes and therefore would be counted only as one sortie within that MOA. This should be addressed in greater depth in the final EIS and changed.

As to the total number of sorties to be flown in airspace covered by the Colorado Airspace Initiative this total should include sorties of other non Colorado Air National Guard aircraft including but not limited to Fort Carson aircraft and the Air National Guard 150th Wing. Aircraft such as B-1's, C-130's, F-15 and F-18's are all currently using the La Veta MOA.

If these flights are to continue and are already included within the totals found in this DEIS, fine. If they are not they should be refigured for the final.

Also in regards to these non Colorado Air National Guard flights I would assume that when using airspace monitored by the Colorado Airspace Initiative the same regulations and restrictions that apply to the Colorado Air National Guard will continue to apply to these other non Colorado Air National Guard aircraft.

For example, within the La Veta high MOA C-130's are currently flying training flights from Fort Carson at an altitude of three hundred feet or less. These will be in violation of the thirteen thousand foot mean sea level minimum altitude as outlined in the existing and proposed

Response to Comment No. 2 Honness

The potential impacts from all the various types of military aircraft that will utilize the airspace associated with the Colorado Airspace Initiative were analyzed as part of the EIS. Types of aircraft are presented in Appendix N.

Response to Comment No. 3 Honness

Regulations will be the same regardless of unit affiliation.

Response to Comment No. 4 Honness

The aircraft referred to (C-130) are not required to schedule or use military special use airspace or military routes. To perform their missions, they may fly in the same manner as general aviation aircraft (e.g., Cessna, Beechcraft, etc.) since they are at a speed below 250 knots. As such, they may traverse anywhere within a flying radius of approximately 400 miles from the departure base.

The ANG is currently working with Peterson Air Force Base and other C-130 flying units to ensure their knowledge of noise sensitive areas in Colorado.

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Response to Comment No. 5 Honness

The "Bison Study" presented in Appendix J was intended simply to observe the reactions of the bison to low-altitude F-16 overflights and to determine if a herd stampede was likely to occur. This observational study was accomplished at the request of certain members of the Citizen's Working Group. Members of this Working Group were invited to participate in the observations. In addition, several media representatives were present to observe the overflights. The observational study was never intended to evaluate other behavioral or physiological reactions of bison to aircraft overflights. The EIS authors relied on other existing published studies based on more detailed scientific methodologies to provide information on various other behavioral or physiological reactions of animals to aircraft noise.

Response to Comment No. 6 Honness

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

Although Ldn is called an "average," it represents the total sound occurring within a 24-hour period, and is often described as a "cumulative" measure of impact. It has been shown to properly account for individual loud events of the type that may occur with military aircraft operations. However, while Ldn measures the total effect of all events, it does not describe the sound level for individual events. Whereas the Draft EIS presented some descriptions of individual aircraft noise events, the Final EIS has been modified and now presents additional discussions of individual aircraft noise events and maximum sound levels that are useful to evaluate potential impacts.

Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Airspace Initiative.

action. I would maintain that that Colorado Air National Guard would also be in violation and should be held accountable.

In terms of the environmental impact the noise associated with either low or high altitude flights are of great concern when discussing the impact to the quality of our environment in Huefano and the Wet Mountain valleys. In reviewing the methodology determining the impacts associated with this noise there are several shortcomings. One is found in the studies of low altitude flights on the bison of the San Luis valley and adjacent to the Fort Sill (sic) military base.

In both of these studies as outlined in the DEIS very little disturbance was found within the herds during the overhead flights. However, both of these herds had a history of overhead flights and therefore should be considered to be habituated subjects. As such, any conclusions to the startle effect would be worthless. Was this valueless scientific methodology also applied to the noise impact studies for humans? If so, I would also have to discount any conclusions this study might reach.

Noise averaged out over a twenty-four hour period does not accurately reflect the actual cumulative impact high speed planes have on ground base organisms.

The final EIS should take into account the shortcomings

RESPONSES TO COMMENTS

Response to Comment No. 7 Honness

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 8 Honness

The ANG takes the public's concerns about pilot accountability very seriously. Any misconduct by a military pilot is a serious matter. If a member of the public is experiencing any problems with the military's operations in any of the airspace in an area that affects a person directly, the public affairs officer at the nearest military installation should be contacted immediately, or call (800) 582-8507.

The Federal Aviation Administration and each military service have very strict rules to ensure pilots stay within defined training airspace. The rules govern minimum altitudes, maximum speed, and type maneuvers that can be performed inside and outside designated training airspace. Military commanders have the authority to suspend pilots who willfully violate flight rules, such as flying outside designated training airspace. The military closely manages the airspace they use to ensure they do not exceed planned parameters.

Response to Comment No. 9 Honness

Sortie numbers are an excellent means to determine potential overflights. MTRs are one-way traffic routes so an aircraft can pass over a single location only one time on one sortie. MOAs do allow an opportunity for multi-directional traffic; however, training objectives to vary the pilot's experiences during the sortie and fuel limitations of the aircraft would make repeat identical passes over one ground location an undesirable and unlikely training scenario.

Response to Comment No. 10 Honness

The existing La Veta MOA and VR-413, as well as the proposed Airburst MOA (a revision of the existing Fremont MOA) and the MTRs leading to the Airburst Range form the basic air-to-surface training arena within which the Colorado ANG will train in the future to maintain its combat readiness status. Without these airspace components, the Colorado ANG could not meet wartime training requirements.

and more accurately reflect these impacts.

I will go on to monitoring real briefly. I am disturbed to see nothing mentioned in the DEIS in reference to monitoring the proposed Colorado Airspace Initiative. As we all know any law is only as good as its enforcement.

If there is no monitoring plan how are we as citizens to know that the restrictions are being followed to the letter. I propose therefore that the current working committee be transformed into a citizens watch dog monitoring group which would meet regularly to discuss problems, violations and disciplinary actions.

I do have five points I would like to make real quick if you can bear with me. Because the alternative of abolishing the 140th Air Guard was dropped from consideration for this proposal I feel that if the Colorado Airspace Initiative is to be minimally acceptable the following changes have to be made.

1. Weight the delays and MOA's to more accurately reflect impacts and sortie numbers.
2. Include flights of all military aircraft in total numbers of sorties.
3. Eliminate Air Burst C from the proposal.
4. Raise the standards of the scientific study methodology thereby raising the credibility of the EIS.
5. Environmental impacts analyzed as long term instead

RESPONSES TO COMMENTS

Response to Comment No. 11 Honness

The research completed to support the preparation of the CAI EIS follows the use of various accepted scientific methodologies used to analyze pertinent potential impacts. These analyses have been prepared by qualified scientists and engineers who perform these services for a variety of customers, including the ANG.

Response to Comment No. 12 Honness

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

of short term as proposed in the current DIS. Thank you very much.

MR. WRIGHT: Mr. Charles Proctor.

MR. PROCTOR: I am Charles Proctor. I have lived in the valley for nineteen years which makes me I guess an old newcomer.

I wanted to discuss just one point this evening and that is that I feel without an accountability component the DEIS process is a sham. I have had occasion in the last four years to phone the hot line numerous times about violations. Each time I have talked about a violation. I have -- on one occasion I had a young man imply that I was lying or hallucinating. I have had people question the accuracy of my observations. In other words, they simply didn't take my complaints very seriously.

But in every case when I made a complaint I was always told that the aircraft was from somewhere else and that Buckley had no control. They couldn't do anything about this violation. In many cases they didn't know who the violator was or where he might have come from.

Okay, yet these are the people that created the Colorado Airspace Initiative and are saying now that overflights will have no environmental impact on us.

If the people who designed the plan have no control or knowledge of many of the planes that fly in the area how can

RESPONSES TO COMMENTS

Response to Comment No. 1 Proctor

Since its inception, the toll-free number (800) 582-8507 has helped the ANG to monitor and reduce the number of aircraft noise complaints. All calls to the number are taken seriously regardless of how the caller characterizes the complaint. If callers are not satisfied with the 800-number service, experience future problems with the toll-free number, or feel they are not getting a timely response, an alternative is to call the 140 WG Commander at (303) 340-9555.

Response to Comment No. 2 Proctor

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

they competently assess the impact? I'm sorry, I don't think they can.

If the planes of the Colorado Air National Guard violate the parameters of their own plan there are no provisions in the plan for enforcement of their own rules. If a plane flies out of the designated route, if it flies over a wilderness area at too low a level what happens to the pilot of that plane according to the plan? Absolutely nothing. This is not mentioned. There is no accountability mentioned in the plan.

The first meeting of the Working Committee I was a substitute because of an illness. My suggestion at that time for a very high priority subject to talk about was that we needed accountability. We needed to discuss accountability. The next meeting we were told that we did not need an accountability component because the Air National Guard were our neighbors and wanted to be our friends.

I really don't think that is a good enough guarantee for me. I think what this means is really that even if we go entirely through this process if it is somehow approved we still haven't any way to control it. Nothing is stated about violations.

Also in the future if the Guard decides that it needs more flights or needs to change something they can do this with no more public hearings and they can do their own

Response to Comment No. 3 Proctor

The ANG takes the public's concerns about pilot accountability very seriously. Any misconduct by a military pilot is a serious matter. If a member of the public is experiencing any problems with the military's operations in any of the airspace in an area that affects a person directly, the public affairs officer at the nearest military installation should be contacted immediately, or call (800) 582-8507.

The Federal Aviation Administration and each military service have very strict rules to ensure pilots stay within defined training airspace. The rules govern minimum altitudes, maximum speed, and type maneuvers that can be performed inside and outside designated training airspace. Military commanders have the authority to suspend pilots who willfully violate flight rules, such as flying outside designated training airspace. The military closely manages the airspace they use to ensure they do not exceed planned parameters.

internal environmental impact statement.

If this statement we are looking at today is an example I don't think I would feel very good about an internal environmental impact statement.

Therefore, as I say, I think the whole process is a sham and a delusion up to this point.

MR. WRIGHT: Jason Stolte.

MR. STOLTE: My name is Jason Stolte.

I live in Upper Huefano. I have been around for a couple of years now. I am -- in interest of keeping things brief and giving everybody a chance I am going to try to do this as quickly as possible.

Over the past couple of years we have been documenting every month, you know, we have our list of flyovers and things that appear to be in violation and there are plenty of times when you see C-130's and various aircraft come through the valley and we are literally looking down on these planes watching them climb until they come within a couple hundred yards of our refuge.

I live up in a wildlife refuge. That kind of ties into another point. The startle study based on these bison herds and whatnot and drawing these conclusions that these animals aren't hindered or startled in any way, I have to compare that with forty-nine animals I live with that are very sensitive to these flyovers and just the fact that these are

RESPONSES TO COMMENTS

Response to Comment No. 1 Stolte

The aircraft referred to (C-130) are not required to schedule or use military special use airspace or military routes. To perform their missions, they may fly in the same manner as general aviation aircraft (e.g., Cessna, Beechcraft, etc.) since they are at a speed below 250 knots. As such, they may traverse anywhere within a flying radius of approximately 400 miles from the departure base.

The ANG is currently working with Peterson Air Force Base and other C-130 flying units to ensure their knowledge of noise sensitive areas in Colorado.

Response to Comment No. 2 Stolte

Studies conducted on wildlife have shown that numerous wildlife species have the ability to adapt to the presence of man and various man-made sound sources, including jet aircraft noise. While the noise generated from low-altitude military overflights may be initially startling, habituation to jet aircraft noise occurs with most wildlife species. Species-specific responses to low-altitude overflights vary considerably, and responses from individual animals may have the potential to cause injury. However, wildlife populations are usually affected only when a variety of factors work in combination to impact them, including declines or fluctuations in the availability of a food source, habitat destruction or alteration, predation, hunting, trapping, poaching, disease, or inclement weather, rather than noise alone. Normally, it would be unrealistic to predict or attribute any wildlife population declines to a single stressor, such as noise. In addition, no published scientific evidence was identified that indicated harm may occur to wildlife as a result of exposure to the levels of noise generated by military aircraft that would utilize the airspace associated with the Colorado Airspace Initiative.

RESPONSES TO COMMENTS

captive animals does not in any way suggest that the rest of the valley doesn't have -- we have plenty of wildlife in the area, a very rich area. In this day and age to have as much wildlife in the area is very nice and I don't believe for a minute that all these various animals with a grain of wildness in them aren't phased by these flyovers. I just don't buy that.

One of my last points I will bring up before turning the mike over is one thing I was very happy to see with this draft was the elimination of chaff and dumping the chaff on training runs and what not. Seems to be that instead of doing that now flares will be dropped in some maneuvers. As I understand it, they can drop flares from two thousand feet or above. That seems to be based on the theory that all of these flares are going to be extinguished within five hundred feet of leaving the aircraft.

I really have to question especially in a season like this if all of those flares are going to be out by the time they hit the ground. In the valley lately there has been a score of little fires cropping up. It's real easy this year.

Things want to go up and they want to go up fast. I shudder to think of what could happen if even one of these flares is to touch down and ignite a fire. You can talk to the folks out in Yuma and ask them how they are doing these

Response to Comment No. 3 Stolte

The fire potential associated with aircraft overflights is generated from the potential for an aircraft crash or the use of flares in training. The EIS evaluated the potential for an aircraft crash resulting from the proposal. This evaluation determined that the likelihood of an aircraft crash would be very low. Therefore, the potential for a fire resulting from an aircraft crash would also be very low. In fact, military accidents have declined in the past decade, as described in the February 1996 report of the General Accounting Office, an organization under the U.S. Congress.

Authorized users of the airspace have proposed the continued use of flares in their training. However, the flares would not be released below 2,000 feet AGL. Once a flare is released, it ignites immediately. The burn time for a flare is approximately 4.0 to 4.5 seconds. In those 4.0 to 4.5 seconds, the flare falls approximately 500 feet. This leaves a safety margin of approximately 1,500 feet to allow for a flare that burns for more than 4.5 seconds to extinguish itself. The 140 WG has no knowledge of any fires being caused by flares released during current training missions by any aircraft utilizing Colorado Airspace Initiative airspace.

RESPONSES TO COMMENTS

Response to Comment No. 4 Stolte

The ANG takes the public's concerns about pilot accountability very seriously. Any misconduct by a military pilot is a serious matter. If a member of the public is experiencing any problems with the military's operations in any of the airspace in an area that affects a person directly, the public affairs officer at the nearest military installation should be contacted immediately, or call (800) 582-8507.

The Federal Aviation Administration and each military service have very strict rules to ensure pilots stay within defined training airspace. The rules govern minimum altitudes, maximum speed, and type maneuvers that can be performed inside and outside designated training airspace. Military commanders have the authority to suspend pilots who willfully violate flight rules, such as flying outside designated training airspace. The military closely manages the airspace they use to ensure they do not exceed planned parameters.

Response to Comment No. 5 Stolte

The "Bison Study" presented in Appendix J was intended simply to observe the reactions of the bison to low-altitude F-16 overflights and to determine if a herd stampede was likely to occur. This observational study was accomplished at the request of certain members of the Citizen's Working Group. Members of this Working Group were invited to participate in the observations. In addition, several media representatives were present to observe the overflights. The observational study was never intended to evaluate other behavioral or physiological reactions of bison to aircraft overflights. The EIS authors relied on other existing published studies based on more detailed scientific methodologies to provide information on various other behavioral or physiological reactions of animals to aircraft noise.

days. Anybody who has had to live through a burning might have a different outlook. It's a whole different deal when you are on the ground than when you are jetting above it, you know, thousands of feet. Just a question of perspective more than anything, I guess.

But I could go on and on and repeat many of the things you all folks have said. There is a lot of vagueness in the draft. Seems to be intentionally written to have some ambiguities in there, anything to avoid being straight forward. That's a lot of pages. A lot of words.

I can't quote you as many statistics as some of these folks have who had a little more time to dig into it but personally I guess I can just tell you that many of these planes they fly out of their proposed boundaries and whatnot we can call and report aircraft over and over and over again and get really nowhere with it.

Seems to be a little bit of finger pointing and don't blame me, but somebody is accountable. It is very difficult to chase those folks down and put a little tic by their name and do it again and again and again and actually get enough little marks accumulated to mean anything.

Again, I will say basing, you know, a couple of studies on some bison herds that have more-or-less been desensitized to these flights is kind of ridiculous to make blanket statements for the whole valley. And then again your

RESPONSES TO COMMENTS

Response to Comment No. 1 Orr

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2 Orr

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAL. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAL. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

Response to Comment No. 3 Orr

The Colorado Airspace Initiative is not an expansion of airspace, but rather a modification. In many cases, this modification actually results in a reduction of airspace and/or number of sorties flown. The need for the Colorado Airspace Initiative is presented in Subsection 1.3 of the EIS.

flares. It's not a game. This year. Next year. Who knows, we could be in for some dry times and flares and drought I don't see them going together very well. Thanks, guys.

MR. WRIGHT: Mr. Brian Orr.

MR. ORR: Hi, good evening. My name is

Brian Orr. I live down in Walsenberg, south of here. I am co-publisher of Spirit Magazine along with my wife. It's a regional publication that covers southeastern Colorado and northern New Mexico. There is not a lot that I can say here tonight that hasn't already been said many times and more eloquently than I could say. I just want to say from the statement of my business in this in area.

Our magazine covers the scenic beauty and unique culture found here which we feel is in grave danger of being drowned out by the increased roar of the increased aircraft.

The economy is so --in this area is so closely tied to the land, its bounty, its beauty and its solitude, the exposed expansion would seriously jeopardize our economy and our way of life.

We think that the proposed expansion is unneeded and certainly unwanted. Do not ram this down our collective throats because I don't think we can swallow all of you flying. Thank you.

MR. WRIGHT: Gretchen Sporleder Orr.

RESPONSES TO COMMENTS

Response to Comment No. 1 Sporleder Orr

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2 Sporleder Orr

Many citizens have expressed concern that their quality of life, which is based directly on the kind of lifestyle that they can enjoy while residing in or visiting the State of Colorado, will be changed by implementation of the CAI. The U.S. Air Force, including the ANG, has been conducting military aircraft operations in the Wet Mountain Valley and the San Luis Valley areas where people are most concerned for approximately 25 years. Most of the military airspace proposed under any of the alternatives is currently in use. Commercial aircraft overflights have also been taking place and will continue to do so. Citizens may notice changes in military aircraft overflights in certain areas associated with the CAI. The number of sorties are proposed to increase moderately in portions of the study area and decrease in others. Overall sorties will be reduced from 5,441 to 4,909 under the Preferred Alternative. The bottom altitudes of several airspaces where citizens are most concerned have been raised to reduce noise levels. Therefore, existing quality of life should not be changed.

Response to Comment No. 3 Sporleder Orr

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

MS. ORR: My husband and business partner has adequately addressed the adverse economic effect of the MOA upon our tourism and scenic beauty oriented business so I am confining my comments tonight to those addressing impacts upon my immediate and extended family members in the La Veta low MOA section of northeastern Huefano.

First off. A gentleman from Southeastern Colorado tonight claimed to speak for us residents of the La Veta low MOA claiming that we would cooperate and that he had our phone numbers and had contacted us. We beg to differ. He does not speak for us and he has not contacted us or he would surely realize that we are not at all in favor of the DEIS proposals.

Number 2. To illustrate, my seventy-four year old father lives directly beneath the heaviest traveled MTR's and very near the infamous point G where many MTR's merge and go into the La Veta MOA. He has heart problems and has retired after a life time of hard work and don't you agree that he deserves some peace and quiet in his golden years?

My forty year old brother and his new bride who moved recently to Huefano County from Germany because of our rural unspoiled life style. My brother Eric runs the family feed store and cattle ranch which has been in my family five generations now. Again right there near point G in the lower Huefano River Valley. His livelihood is intimately

RESPONSES TO COMMENTS

Response to Comment No. 4 Sporleder Orr

Significant impacts are based on the degree of the change in baseline conditions resulting from proposed actions. In general, because overall military flying hours would be reduced and military aircraft overflights have occurred in the area for approximately 25 years, no significant adverse change to baseline conditions would be expected.

Response to Comment No. 5 Sporleder Orr

It is possible that aircraft noise could startle domestic animals in close association with humans (e.g., penned animals) and cause injury to humans or the animals. However, animals have been shown through numerous studies to adapt and habituate to various sound sources, including jet aircraft noise. Because the CAI airspaces involved where humans and domestic animals are in close association are also mostly existing airspace that have been utilized for over 25 years, this adaptation and habituation to jet aircraft noise has likely already occurred.

Response to Comment No. 6 Sporleder Orr

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

connected to the economic health of ranchers from all over Huefano and Custer counties.

Many before me have eloquently stated the hazards that low levels flights pose to cattle operations yet the Guard says there is no significant economic impact on us. How do they define significant?

Elise, my brother's wife, also has grave economic concerns. She specializes in buying, gentling, and reselling skittish and unmanageable previously mistreated horses. These horses are so jumpy when they she gets them initially they can hardly be loaded let alone have anyone touch them or ride them.

She requires absolute peace and quiet to regain these animals trust to turn them back into reliable gentle cow horses, equitation trained jumpers, or all around saddle mounts. Can you imagine what effect sudden loud overflights would have on her livelihood and safety.

Finally, my own immediately family. My husband and I as you have seen have a three year old daughter. We plan to build our home due west of my father's house on that ranch again near that point G.

We have another child on the way. If I wanted to raise my family in a loud, chaotic place that poses significant health risks to me and mine I would have stayed in Boston instead of moving back home seven years ago.

RESPONSES TO COMMENTS

Response to Comment No. 7 Sporleder Orr

The ANG cares about the people that live near their training areas and how they feel about the activity associated with training. The NEPA process is providing the ANG with an opportunity to hear exactly what the public feels about its proposal before any decisions are made. Every scoping comment and every comment on the Draft EIS sent to the ANG has been read and incorporated into the administrative record for the proposal. Public comments have provided a better picture of what subjects the public wanted addressed in the document and have enabled the ANG to improve the EIS by adding or expanding to discussions in the Final EIS. Examples of added or expanded discussions include human health effects, natural quiet, environmental justice, amongst others.

Response to Comment No. 8 Sporleder Orr

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 1 Morse

All comments received during the scoping process associated with this EIS were considered in the preparation of the document. Such comments, as they relate to the proposal, have helped to improve the EIS process and have become a part of the administrative record for the proposal.

Response to Comment No. 2 Morse

An additional discussion of human health effects has been added to Volume I of the EIS and can be found in new Subsection 4.13. This new subsection provides more information than previously given in the Draft EIS in Appendix G of Volume II.

Lastly, I am not sure that our individual voices are being heard by the Guard. And to that end, my husband and I with the invaluable assistance of Bob Senderhauf have written about the negative impacts of La Veta MOA in our magazine, Spirit Rocky Mountain Southwest.

We begin distribution and sale of tens of thousands of copies tomorrow. We hope that will help us all to be heard. Thank you.

MR. WRIGHT: Miss Pari Morse.

MS. MORSE: My name is Pari Morse. I live up near the hill side, the north end of Wet Mountain Valley. In August of 1993 I attended the Scoping meeting which many of you were at and I specifically requested a complete study of the health effects.

I requested that the study include an evaluation of the number of residents in Custer County that had cardiac problems that had hypertensive problems, that had any kind of problem that might be affected by stress or by noise.

The Draft Environmental Impact Statement does not do this. The draft environmental completely dismisses any health effects at all. Why did they do this? Because there are volumes and volumes of scientific study that prove that noise and aircraft overflights are very, very hazardous to human health.

That is why it is not in the DEIS because they couldn't

RESPONSES TO COMMENTS

Response to Comment No. 3 Morse

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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fake that part. These studies are done by scientific people in universities. They are peer reviewed. They are done in Europe. They are done in the United States and they prove beyond a shadow of a doubt that there are serious health effects to humans based on noise, based on aircraft emissions, based on the effects of overflights.

I spent twenty years in the scientific research field and one of the things that I learned while I was there is a term that we used to call dry lab. Dry lab is a certain kind of study that you do where you write the report without actually ever doing the study.

Well, what we have here is a one and a half million dollars dollar dry lab. I demand that the final environmental impact statement do what it did not do in the draft and that is study the health effects on humans of this plan. Thank you.

MR. WRIGHT: Lauren Purseil Von Hobe.

MS. VON HOBE: My comments are going to echo a number of your comments so I will be brief. My husband and I own a few hundred acres in the Centennial Aspen Mountain Ranch subdivision and we are looking to finally make ourselves permanent up there this year.

We have been in the area about five years and have only been able to spend weekends and vacation days and so on up at our property but in those short times that we have been there

RESPONSES TO COMMENTS

Response to Comment No. 1 von Hobe

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2 von Hobe

The approach used in the EIS has been modified. The Federal Interagency Committee on Noise (FICON), representing a variety of Federal agencies with a mix of concerns associated with aircraft noise, reviewed aircraft noise analyses issues in 1992. This committee's report (FICON 1992) continued an approach to evaluating relative impacts associated with aircraft noise that has been recognized by noise analysis experts as the most widely endorsed and comprehensive approach to aircraft noise analysis available. This approach to noise analysis was incorporated into the analyses associated with the Draft EIS. In general, Federal land use compatibility criteria are derivatives of guidelines first devised for land near airports. All land use compatibility is based on the use of Day-Night Average Sound Level (abbreviated as DNL or Ldn) as the descriptor representing community noise environments. The criteria treat areas below DNL 65 dB as compatible for all uses, including residential, and they treat DNL 65 dB as a threshold for significant exposure. There is no generally accepted method for treating rural areas differently for these purposes.

However, many EIS reviewers, including some members of the Federal regulatory community, felt the application of the FICON standards, and the 65 dB threshold, to a rural setting was inappropriate for such areas with more quiet ambient noise conditions. Consequently, the use of the 65 dB threshold as the sole means to assess relative impacts or the acceptability of noise levels associated with aircraft operations addressed in the EIS has been modified and the analysis now includes additional information to evaluate potential impacts.

we have heard actual sonic booms as well as having

helicopters, very large military choppers, come over just above tree level that were deafening and we could see the pilots faces, they were so close.

I just, you know, somebody told me they don't go that fast. There would no way you could have heard a sonic boom. Well, I did. I don't know what the science is of a sonic boom but I have heard them.

I think that it is unfortunate that some years ago when we came to the Scoping meeting there was a lot said that was -- I was very concerned and we followed it since then and we were interested to see what efforts there might be made through the EIS process and through the changes that were going to be addressed and it appears that they have tried to make some good changes, maybe in routes and maybe in chaff and these other items but what is unfortunate is that the noise issue is sort -- a really big underlying thing for almost all of the complaints that people have.

And for the noise studies to be as absurd as they are is an insult to anyone's common intelligence. I am not a scientist and we have heard people that were very eloquent about describing why noise is noise tonight but the fact is we have heard it and we have been there and why is it that so many people have stories about the renegade pilot who buzzed their place or why is it that we have so many experiences and

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Response to Comment No. 3 von Hobe

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 4 von Hobe

There would be some changes in sortie numbers, noise levels, and airspace dimensions under the Original Proposal and the Preferred Alternative addressed in the EIS. However, overall flying hours of the 140 WG will be reduced from 5005 hours to 4600 hours. When compared to existing military aircraft training in the study area, these changes would not change the current levels of solitude and peace and quiet experienced by residents. As under current conditions, noise from military aircraft operations may periodically disturb citizens and affect their enjoyment of solitude; however, opportunities for abundant periods of total peace and quiet would continue as under present conditions.

Response to Comment No. 5 von Hobe

It is possible that aircraft noise could startle domestic animals, especially young or penned animals, and cause them to injure themselves. However, animals adapt and habituate to various sound sources, including jet aircraft noise. Because the airspaces associated with the CAI are mostly existing airspace that have been utilized for over 25 years, this adaptation and habituation to jet aircraft noise has likely already occurred.

Response to Comment No. 6 von Hobe

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

we would like to believe that things would be different and it could be improved but when there is no trust in this whole process we came hoping to work together and hoping there might be some sort of possibility of working together and coming to some solution but instead there is just more distrust developing when we are insulted with something like this noise garbage.

It's absolutely preposterous that we could be given this as a noise study and be expected to believe in any part of the process because it is insulting and it is ridiculous.

I demand that the EIS, the final EIS must have new work done in this area because what has been presented is absurd as I said before.

My -- our hope was to raise our family in a very peaceful quiet manner in a remote place. We want to work our ranch and our truck garden with draft horses and these animals weigh almost two thousand pounds often and any riding horse or cow can easily kill you if it is startled and you are too near. These animals are twice the weight. Okay.

So the danger of attaching farm implements and harness to large animals and trying to work in a very peaceful, quiet environmentally healthy fashion is hugely impacted by this chance of the jets. I mean to say that jet noise doesn't affect a horse is mindless nonsense. I mean anybody knows that and there are so many people in all of these areas that

RESPONSES TO COMMENTS

are affected by the MOA, all these neighboring valleys that work with cattle, work with horses. I mean that is a lot of what this area is about. And to say that there is no impact? With noise studies like this on animals that we live with every day? I mean it is so obviously nonsense that it is really pitiful. Thank you.

MR. WRIGHT: Kit Shy.

MR. SHY: My name is Kit Shy. I am a resident of Custer County, have been for twenty-five years. I own a small business. I am an elected official holding two elected offices, a volunteer fireman and something that is being forgot here tonight, a taxpayer. I am insulted by the propaganda that was handed to me about a win win solution. That implies that there is some competition going on here. There is no competition here. This is a group of American citizens protecting the sanctity of their environment.

I first heard about the proposed MOA in 1991. Conspicuously I did not hear about it from the Air National Guard. I heard about it from a concerned citizen which I might remind you nobody would be here tonight without those concerned citizens. The Air National Guard would not have done any of this process without a lot of hollering and screaming from local citizens.

In 1993 we entered into a Scoping process which I

Response to Comment No. 1 Shy

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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understood was going to be a consensus type of situation. The consensus was at that time that we did not want the MOA here. It was an over 90% response negative to the MOA at that time. The Air National Guard's insensitive response to that was to spend a million and a half of your dollars and my dollars to create a document to argue with our opposition and they are here tonight to present that document.

You paid for that document. You didn't ask for that document. And now you have to answer to that document. I'm very confused here. I'm also having a little problem understanding why I'm not protected from the disturbance of my peace by the same laws that the Air National Guard is. If I take the muffler off of my pickup truck and I go find where one of these pilots live and drive around the block on Saturday morning and I wake him up and he calls the sheriff, the sheriff writes me a ticket or puts me in jail. The law protects him.

If he gets up on Saturday morning and flies an F-16 over my house and shakes the dishes off the shelves and drives the dog under the bed and scares my children into screaming my recourse is an eight hundred number and most of the time that eight hundred number does not have a human being at the other end that is answerable for those actions.

I am not protected by the same laws that protect him from me. The final insult is that we have paid for this.

Response to Comment No. 2 Shy

Since its inception, the toll-free number (800) 582-8507 has helped the ANG to monitor and reduce the number of aircraft noise complaints. All calls to the number are taken seriously regardless of how the caller characterizes the complaint. If callers are not satisfied with the 800-number service, experience future problems with the toll-free number, or feel they are not getting a timely response, an alternative is to call the 140 WG Commander at (303) 340-9555.

Response to Comment No. 3 Shy

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

We have paid for this and we are going to continue to pay for it because you can bet that this is not the end of it.

The end of it should have occurred when they were told we did not want it. I have spent two minutes and forty seconds of my time. I yield the other two minutes and twenty seconds to Ray and I would like that time to start when he gets here.

MR. WRIGHT: We will not cede time.

MR. SHY: I am not allowed to do that?

This is my time. I choose to give my time to Mr. Ray Koch.

MR. WRIGHT: We cannot cede time, sir.

MR. RAY KOCH: I failed to mention when I

was up here before probably the most important credential that I bring and I'm very proud of and that is the fact that I am a 4-H Rocket leader in the 4-H group here and in Custer County and they thought I was expert enough together with my wife to lead these kids and they are a great bunch of kids, some of them maybe flying in the future. We hope to develop some engineers here. I would like to make sure they get started off on the right path.

I just wanted to comment very quickly about cattle. I think I know a good bit about cattle having lived in a family that has raised cattle for years and horses obviously as well.

I found it extremely disturbing when I went through the

Response to Comment No. 1 Koch

It is possible that aircraft noise could startle domestic animals, especially young or penned animals, and cause them to injure themselves. However, animals adapt and habituate to various sound sources, including jet aircraft noise. Because the airspaces associated with the CAI are mostly existing airspace that have been utilized for over 25 years, this adaptation and habituation to jet aircraft noise has likely already occurred.

reference documentation to determine what was used to make an assessment that our cattle would not be disturbed by low flying aircraft noise.

Well, guess who did the study? The study was done in Germany on British cows flown over by French aircraft. Can you imagine? We have expertise right here and we have had people that say they have been raising cattle for over a hundred years and yet we go to an obscure place like this for our back up. Does that make sense? Certainly doesn't to me.

I wonder how our government would respond to that.

By the way, the cattle after being tested were shipped back to England. They had Mad Cows Disease.

But seriously, I think that we have got experts. We have got expertise. Why not use our own? Why not put it on the table? That's all we are asking for. It would also would be of interest to the horseman that the similar -- the same individual did the study in terms of impact on horses and sheep. I don't know whether they were British or French sheep. I think the sheep were French. The horses may have been British. Again the aircraft were French. So be that as it may, I think we deserve better.

MR. WRIGHT: Mr. Dennis Shaydak.

MR. SHAYDAK: My name is Dennis Shaydak.

I am the owner of Custer County Bison. We raise buffalo

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here. Our herd -- we have about a hundred fifty head and we are fourteen miles east. A lot of people seem to stop by and seem to like it, look it over.

I spoke the last time and I made it quite clear that I will not tolerate trespasses on my ranch and I reiterate that again. This is a takings problem. Simple. That's all it is and they are taking my rights and that's the end of it. I won't tolerate it. That's the way it is.

I don't care if you have been in this valley ten minutes or a hundred and ten years if this is your home and you live in a teepee or you built the Taj Mahal it doesn't matter to me. I mean, I think everybody in this room is a blessing.

I don't have any problem on what you live in, what you have built, the bottom line is it is your home. It is your home. And that is what they are coming after.

They are coming after our homes and that's why we are so upset. You are trying to cram an F-16 down my home and it is not going to happen and you think you are not flying at three hundred feet, I have got news for you, you are. When I can see the pilot, when I get shook up, when I got a horse that is running down the road a hundred yards, I'm on a run away and that is because the jets came over. I don't need this to know that. For crying out loud, what are you guys doing. I don't have to be a Ph.d in mathematics to figure out that a jet flew over, spooked my horse and now I am

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Response to Comment No. 1 Shaydak

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

going to go into the bushes. You know, let's get some common sense here. That scares me and that has happened to me. That scares me. It scares my buffalo.

Sometimes they get up and they wag their tail. Yes, I have read the whole thing and sometimes they stampede. Which one is it when you are on the ground, gang? Of course you just flew over. You don't have to put up with it. You know, we do. We have to live here. It is our home and you are taking things from us and you are taking our home and if you don't think we are not going to fight back you got big problems because I mean in this country there is a few words that you have to learn. It's called inalienable rights and sovereign citizens. We are all sovereign in this country. The government does not rule by right. The government only rules by the privilege of the people. We own the rights. Let's get that straight. The people own the rights.

We loan it to a government official to govern us. We take it back at our whim, not at theirs and you are coming in at our house and our home and there hasn't been anywhere, anywhere in the world that this is has ever succeeded. It is not going to succeed here. I'm telling you, this is the way it is going to be. If you think -- I mean some of the stuff I read in here is just pure garbage.

Ron Walker, I meet with Ron Walker two or three times a year. He is the curator of Custer State Park. Aircraft

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continued

from Ellsworth Air Force Base do not effect bison overflights. Overflights could have considerable impact to cow calf pairs. You don't fly over Custer State Park. Because there's people there. Of course Ron said it doesn't affect the park. Why would you even put that kind of garage in there? And you don't fly over it. I know Ellsworth Air Force Base. You got the Stealth Bomber. Flies over the McDonald's regularly. I have had to stop there when I was hauling buffalo. I know that. I can see it. But you don't fly over the park. You don't fly over Mount Rushmore. Sure you could do a study to see what the deterioration of Mount Rushmore by Ellsworth Air Force Base was and it would be negative too.

You have a lot of stuff in here, true, but the stuff you put in here is not pertinent. I just don't want you to come after my home. I don't want you flying over my ranch. If I catch you flying over my ranch I'm going to treat you the same way I treat any trespasser. I will prosecute you.

I will prosecute you. I don't know how far I am going to get but I'm going to prosecute you. I'm going to file and go for a federal injunction. I am going to get a declaratory judgment on what is my property because our deed was granted by Teddy Roosevelt and that's a president and it hasn't been overturned yet and they are called a patented deed and a patented deed means you own the property from the center of

- 1
continued

the earth out complete and absolute.

We will get a declaratory judgment and we will see just how much property the Air Force owns and how much your season -- and it's also in the constitution of the United States you are going to have to pay just compensation. We are not going to screw around with you.

I don't know if I got any time left. This three hundred foot flying business. I'd just like to read this from one of the articles.

" I will never forget I went over to Israel right after when I worked for Kissinger after the 1973 war. I was talking to a Mirage pilot that was in the Golan giving close air support. He was cruising along at three hundred feet up. Up ahead I saw a Syrian officer, just a person, lift his hand with a pistol and as he flew over it then all of a sudden I watched his hydraulics go to zero." The guy took him down with a .45. Why do you want to fly three hundred feet over me?

MR. WRIGHT: Mrs. R.J. Henderson.

MS. HENDERSON: I wasn't ready to do this. My husband was supposed to, but you all know how husbands are. We drove two hours to get here. We live down by the Pinon Canyon area. We come up in '93 for the Scoping session because we love Westcliffe, Colorado.

We have been vacationing here for twelve years. Just

RESPONSES TO COMMENTS

this year we had second and third generations. My daughter got married and she lives in Pueblo and she now brings my grandchildren to Westcliffe, Colorado. But I can tell you I have seen a lot of changes.

We were up on the Madanew two years ago and we were following bear track. If you have ever followed bear track you know you are concentrating on what you are seeing on the ground.

Well, needless to say, we all got the heck scared out of us and it wasn't by no bear. It was by a low flying plane and I mean real low. When we checked into our motel today we went to Hermit Basin because we like our peace and quiet.

One of the things the proprietor told us we need to warn you about the airplanes. They fly right over the trees. This isn't why we come to Westcliffe.

We have been watching the papers for several weeks now and we have seen they have accused Mr. Redmond of being self-centered, self serving and numerous other things and I thought well, that's real interesting. Then I think the one that really upset us the most was when they said the residents of Westcliffe were nonpatriotic. That you all wanted rabbits to Guard your area or whatever.

I am sure you all read it this morning in the Pueblo Chieftain. Nonpatriotic. I thought, hmmm.

Mr. McDonald I think is retired military. I think there

Response to Comment No. 1 Henderson

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

- 1

RESPONSES TO COMMENTS

Response to Comment No. 2 Henderson

The ANG cares about the people that live near their training areas and how they feel about the activity associated with training. The NEPA process is providing the ANG with an opportunity to hear exactly what the public feels about its proposal before any decisions are made. Every scoping comment and every comment on the Draft EIS sent to the ANG has been read and incorporated into the administrative record for the proposal. Public comments have provided a better picture of what subjects the public wanted addressed in the document and have enabled the ANG to improve the EIS by adding or expanding to discussions in the Final EIS. Examples of added or expanded discussions include human health effects, natural quiet, environmental justice, amongst others.

is a lot of retired military that we have met up here. So I don't buy that. I think that is a red herring just like I don't buy Mr. Redmond being self-serving.

I guess I will wind this up real quick. You all don't have meters and you don't have gauges to judge what is really important up here and that is the heart of these people.

If you want to look at the honest to God impact statement, ones that haven't been changed, and ones that haven't been altered you look and you listen to everything you have heard today. Thank you.

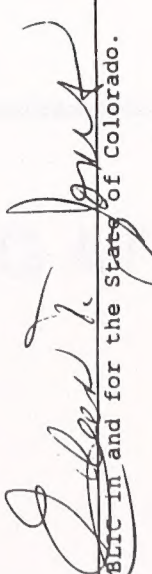
NOTARIAL CERTIFICATE

STATE OF COLORADO

I, Eileen T. Jones, a Registered Professional Reporter, and Notary Public in and for the State of Colorado, do hereby certify that on May 16, 1996, at Westcliffe, Colorado, I took down in stenotypy the private and public comments transcribed above. I certify that the pages above are a true and accurate transcription of those stenotypy notes.

GIVEN under my hand and notarial seal at my office in the County or Routt, State of Colorado, on this 7th day of June, 1996.

My commission expires: August 8, 1999.


NOTARY PUBLIC in and for the State of Colorado.

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**VERBAL COMMENTS FROM MEETING AT
CHEYENNE WELLS, COLORADO,
MAY 21, 1996**

THE COLORADO AIR NATIONAL GUARD
DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC MEETING

CHEYENNE WELLS, COLORADO

MAY 21, 1996

Reported by
Eileen T. Jones
Registered Professional Reporter

CHEYENNE WELLS

The following script accompanied a public video played on a continuous loop from 5:00 p.m. to 10:00 p.m. at Cheyenne Wells, Colorado.

"Hello and welcome to this meeting about the draft environmental impact statement for the Colorado Airspace Initiative. I'm Luan Akin, a resident of Colorado, with an interest in aviation and environmental issues. The Colorado Air National Guard has asked me to share with you important information to help you get the most out of this meeting.

I'll be spending the next few minutes with you explaining three major points.

First, in response to the new Denver Airport and important training changes the Guard has developed a proposal to change its existing airspace needed for realistic training.

Second, the air national guard has modified the original proposal into its preferred alternative based on public comments and have now completed a draft environmental impact statement.

Third, you involvement and comments on the draft environmental impact statement are vital to the Guard and is the purpose of this meeting.

Your comments and concerns are critically important for this process. Before we take a look at the modified proposal

I'd like to share with you some background material on airspace issues.

There are three key components of airspace used for training the Colorado Air National Guard located at Buckley Air National Guard base in Aurora. These components are military training routes or MTR's, restricted areas, and military operations areas or MOA's.

A military training route is basically a long low altitude corridor that serves as a flight path to a particular destination. The corridor is usually 10 miles wide to 100 miles long and may range from five hundred to fifteen hundred feet above ground level, or higher. A training route is designed to provide realistic low altitude training conditions for pilots.

A training route will often end in a restricted area. A restricted area is typically used for weapons training. The land within the restricted area is owned by the military and may be used for activities such as bombing practice. One example of this activity in Colorado is the Airburst Range located at Fort Carson near Penrose in South Central Colorado. A restricted area typically covers five to ten miles on the ground and extends from the surface up to twenty thousand feet. The airspace is restricted to ensure the safety of non-participating civilian aircraft. The third type of military airspace is called a military operations

area or MOA. A military operations area is a large expanse of airspace designed to accommodate a wide variety of different flight activities.

Let me now return to the first of the three messages that I shared with you at the beginning of this presentation. In response to the new Denver Airport and important training changes the Guard has developed a proposal to change the existing airspace needed for realistic training.

One of the key driving forces behind this proposal begins at the new Denver International Airport. The relocation of commercial air carrier ground facilities has affected commercial flight paths over the entire state of Colorado.

The adjustments were mandated by the Federal Aviation Administration. As this illustration shows, the new commercial flight paths cut through the training area most used by the Colorado Air National Guard for more than twenty years.

The second driving force is the need for different airspace that responds to important training changes. The Colorado Air National Guard and other military users need to operate more efficiently than ever before. For example, budget cuts have resulted in a reduction of flying hours and other resources available.

The proposed modifications are designed to allow

military users of the airspace to operate more efficiently. By being more efficient, military users can accomplish more training activity with a decreasing number of available flying hours.

The third driving force is that the proposal will allow for realistic training in response to new training activities. For example, it will allow training to accommodate sophisticated new weapons systems such as advanced medium range air to air missiles. Let me now go back to the second key message.

The Air National Guard has modified the original proposal into its Preferred Alternative based on public comments and have now completed a Draft Environmental Impact Statement.

Several points can be made relating this key message. First, the modifications are the result of extensive involvement by the general public, government agencies and your neighbors, who formed a citizens airspace working group to represent your interests.

After several months of review, the Citizens Airspace Working Group established by elected officials made recommendations to the Air National Guard and to Governor Roy Romer, Congressman Wayne Allard, and Congressman Scott McInnis.

These recommendations were received by the Air National

Guard and considered along with other analyses conducted for the Environmental Impact Statement.

Now, let's look at the proposal as it relates to military operations areas. The modified proposal applies to several blocks of airspace throughout Colorado. I would like to describe each one in turn, taking you around the state in a clockwise pattern.

First, the Kit Carson military operation airspace is the most critically affect by the new Denver International Airport's commercial flight paths. The proposal calls for the renaming of the Kit Carson airspace to the "Cheyenne Military Operations Area." The proposal also calls for a shrinkage of the airspace by eliminating ten miles from its western boundary.

It also raises the existing floor from 100 feet above ground level to 300 feet and divides the existing airspace into high and low sections. The use of Cheyenne will be coordinated with the Federal Aviation Administration.

Moving clockwise in the southeastern part of the state, the proposal calls for the establishment of the Two Buttes military operations area. This airspace would be divided into low and high sections. The airspace would go from three hundred feet above ground level to eighteen thousand feet. The low section would only be used for 12 days per year.

The next airspace being considered is the existing

Pin-Yin Canyon military operations area. The proposed modification of Pin-Yin Canyon military operations area was prompted by a Federal Aviation Administration review.

The proposal involves moving the eastern boundary to the Pin-Yin Canyon military operations area approximately one mile to obtain clearance for a commercial airway. According to the Federal Aviation Administration review this change is necessary both for safety and efficiency.

Now we'll move clockwise to South Central Colorado and the Wet Mountains. The modifications for La Veta Military Operations Area were eliminated under the Preferred Alternative leaving the airspace in its current configuration as recommended by the citizens Airspace Working Group and Governor Romer, and endorsed by the Air Guard.

Now we'll move north to airspace associated with the Airburst Range in South Central Colorado. The proposed Airburst military operation area near Penrose involves the following.

First, the proposal calls for reduction of the size of the existing Fremont military operations area by cutting off its southwestern corner. This will remove Guard airspace from over Canyon city and Penrose.

Second, the proposal calls for combining the existing Fremont military operations area and the last segment of existing military training route referred to on the map as

instrument route 409.

Third, the proposal calls for the renaming of the combined airspaces to the "Airburst Military Operations Area."

This new airspace will be divided into three sections. Section A would extend vertically from fifteen hundred feet above ground level to eighteen thousand feet.

Section B would extend vertically from three hundred feet above ground level to eighteen thousand feet.

Section C would extend vertically from five hundred feet above ground level to eight thousand, five hundred feet.

Now let's move on to the military training routes.

Under the proposal, the first route to be considered is

instrument route 409. The minimum altitude of the last two legs of this training route, and all other training routes into the Airburst Range would be raised to five hundred feet above ground level. This route will continue to be used by other military units. The last leg of the training route would serve two functions. First, it would serve as a military operations area. Second, it would continue to serve as a training route.

The next training route to be considered is the training route 415. The altitude floor would be raised from one hundred to three hundred feet above ground level.

The next route to be considered is visual route 413.

The proposal calls for the width of this route to be narrowed in several areas. The training route's altitude floor would be raised from one hundred feet to five hundred feet above ground level. The ceiling of the route would be raised to a maximum of three thousand feet. The purpose of raising the ceiling is to avoid wilderness areas. In addition, this route is being moved slightly to the southwest to avoid Mount Blanca, which is part of the federally established wilderness area.

The next training route to be considered is visual route 4123. The proposal calls for the total elimination of this route. The floor of the existing training route is one hundred feet above ground level.

The next training route to be considered is the establishment of visual route 427. The proposal calls for the route to link Cheyenne, Two Buttes, Pin-Yin Canyon, and Airburst Military Operations areas. Except for the last two legs, the altitude floor of this route would be 300 feet above ground level.

The next training route to be considered is instrument route 415. The proposal calls for the elimination of a maneuver area from the route. The proposal would also establish a new route, as instrument route 424. This route would allow aircraft to fly in the reverse direction along the same path as existing instrument route 414 and 409.

The final training routes to be considered are routes 416 and 426. The same principal for allowing reverse travel along an existing training route applies to the portion of route 416 that is being eliminated. Route 426 would provide for reverse direction travel along the same path as the former segments of route 416.

The same principal for allowing reverse travel along an existing training route applies to instrument route 416.

The same principal for allowing reverse travel along an existing training route applies to instrument route 416. Route 426 would provide for reverse direction travel along the same path as instrument route 416.

Now that I've described for you modifications of the original proposal based on public comments, let's take a look at the draft environmental analysis. The main environmental issue raised during the first public comment period for both training routes and operation areas was noise and its potential effects on wildlife and humans.

The Air National Guard's environmental protection specialists performed extensive sound monitoring tests throughout the affected areas. They used state of the art computer modeling and methods that are nationally and scientifically accepted within the environmental industry.

Sound monitoring was witnessed by representatives of the Citizens Airspace Working Group and other private citizens.

One of the citizens working group members, John Kenney, described to a Pueblo based television reporter how he felt about the monitoring process conducted during the summer of 1994.

"I think this is very good. I appreciate being able to observe this, and I think -- I think everyone's making a sincere effort to see that we can have a situation where the military has what they need for training and that the people are considered and that our lives are not disrupted to any great extent."

The Air National Guard also sponsored monitoring and tests of overflights and aircraft noise on the largest bison herd in Colorado. This herd is located in the San Luis Valley.

A Peregrine Falcon study was conducted jointly by the US Fish and Wildlife Service and the Colorado Division of Wildlife.

When all the tests were completed, all data and analyses were turned over to acoustic experts.

The acoustic experts factored in scientific data about population distributions, land uses within the affected area, sleep and hearing disturbance studies, wildlife studies and other research to determine potential noise impacts.

Another key area identified in the public comment period was socioeconomic impacts. An expensive review of local and

state records was performed and is presented in the Draft Environmental Impact Statement. This review included data from areas that have been experiencing low level military flights for at least twenty years.

Examining past flight activity and economic records for these areas provides an excellent indication of the potential socioeconomic impacts on property values and tourism revenues.

Many other areas are addressed in the draft environmental analysis, such as safety, outdoor recreational opportunities, and solitude.

The third key message that I wanted to share with you in this presentation is that your involvement and comments on the Draft Environmental Impact Statement are vital to the Guard and is the main purpose of this meeting. I encourage you to please take as much time as you need to gain more information from the environmental protection professionals and other experts at this meeting. Your neighbors will also be available to discuss their views and comments on the environmental analysis.

As you go through the meeting keep in mind that the environmental analysis process and this formal public comment forum are required by the national Environmental Policy Act, which is commonly referred to as NEPA.

NEPA says that all federal agencies must study the

potential effects of proposed agency activities on the human and natural environment.

As part of the study process, formal meetings such as this are required to give the public an opportunity to comment on their environmental concerns. Here is what you will find at this meeting.

First, the Guard has set up several information stations. Second, interested citizen's groups comprised of your neighbors have also set up information stations so that you can get even more information. You can spend as much time as you like at any area and ask as many questions as you like. There are several ways your comments and concerns can be entered into the official record.

These include; written comment sheets and tape recorders located throughout the meeting area. Two stenographers are also here to record your comments. One stenographer is in the open house area. Finally, a separate meeting room will open from seven to 9:00 p.m. for people who want to make comments in front of an audience.

Regardless of the method you choose, all of your comments will receive the same attention and consideration in the final environmental analysis. Once again, I want to encourage you to participate at this meeting and provide your comments and concerns in writing or orally. Thank you for your time and attendance. Enjoy the meeting."

RESPONSES TO COMMENTS

Response to Comment No. 1 Halde

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 1 Halde

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

PRIVATE ORAL COMMENT

MR. JACK HALDE: This is Jack Halde and I enjoy it. I was in the air corps in World War II. As far as I am concerned it don't bother me one bit. In fact, I am proud of them. You know it's one of the best air shows you ever seen. It is -- we used to go to the air show at Buckley Field and Paul went to DIA and we couldn't quite get there but we snuck in there. We went to Buckley and -- but out here they don't hurt a thing as far as I am concerned. The only thing it bothers, I got two guard dogs.

As far as I am concerned I was born and raised here and as long as they have been flying it never -- as far as I am concerned it done a good job and we need them to fly.

MR. PAUL HALDE: I was born and raised here. As far as I am concerned there is nothing wrong. They are doing a good deed for the country. And just thank God they are our planes.

PUBLIC COMMENT SESSION

MR. BURL B. SCHERLER:

I'm Burl Scherler and I reside at 21899 County Road #59, Sheraton Lake, Colorado. I have a private airport nine Charlie Oklahoma 5 and it is southwest of Cheyenne Wells and north -- Southwest of Cheyenne Wells and northwest of Sheraton Lake.

We are on the edge of the MOA. We have flown in and

out of there for the past twenty some years since '72. We found a great deal of frustration with the MOA in that in years past you would call about the MOA and it's hot all day and for the next week or something and you just throw your hands up in the air like well, we will just go.

We don't know when or where they are going to be. I have heard that they have improved communication and they have narrowed up those times quite a little bit so it is better than it used to be but it's still of great concern to me that as a pilot when I call for a weather briefing from the FAA that they never, ever mention the MOA period.

They ask for any airport identifier and it comes up and certainly you would think that NOTAM would come in the briefing. Notice to airman. Notams are, oh, if an airport has an unusable portion of the runway they will tell you that. If there is a problem with one of the navigates (sic) they will tell you that. But without specifically having to ask one would think that they would come up on the computer and the FAA could tell you when the hours would be.

I think that as a pilot, and these are a pilot's views, from someone who lives out here and has to deal with this that I don't want to run into one of them any more than they want to run into me.

So we would like to avoid it and the key is communication and information. And I would think that

RESPONSES TO COMMENTS

Response to Comment No. 1 Scherler

Real-time dissemination of MOA use information is a known problem. The FAA and other agencies are working to find a solution to that problem. Until then, pilots can call the 140 WG at (303) 340-9472 to determine the schedule of airspace use. Information closer to real-time can be obtained by calling the servicing Air Route Traffic Control Center by telephone or with air-to-ground radios while airborne.

Response to Comment No. 2 Scherler

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

perhaps some sort of a newsletter might be good P.R. for the Air National Guard, for the people that live in these areas not just the people but the aviation interests. People that have airports and airplanes. That wouldn't cost much to put them on a mailing list because there are not very many of us out here and explain when they typically fly and what the training is, what to expect and maybe we could be more heads up about what is going on.

I realize they need to train and we all know that. I don't like the way they used to train at night at a hundred feet over my house in the middle of nowhere with no lights. That scared me and that has changed now.

I don't think there is much of this going on now but I certainly object if that happened because that is just too low to be safe at night. I do not like that.

Again, I think it's just a communication thing that when -- that we need to be sure that the information is getting out. I would like to see the Air National Guard train over the Pinon Canyon. The government took that land and they had it and they forced everybody off and nobody lives there.

It would seem to me that would be logical to use that portion of the area as much as possible and impact the least amount of people first. I know that doesn't always work with training needs but that just makes sense to me. I would like to see that.

Response to Comment No. 3 Scherler

The use of other training areas was examined as part of the development of the alternatives studied in detail in the EIS in Subsection 2.3. The proposal was designed to minimize conflicts with potentially sensitive areas while providing the training resources necessary to meet military readiness requirements. Specific narrowing criteria for the selection of military training airspace (see Subsection 2.3.3 in Volume I) were used to evaluate other locations, and no alternative training areas were identified that could be substituted for the airspace configuration proposed in the alternatives studied in the EIS.

The primary user of the airspace included in the Colorado Airspace Initiative is the 140 WG based at Buckley Air National Guard Base in Aurora, Colorado. Because of limited resources and aeronautical constraints, virtually all of our nation's fighter units train in airspace that is within a "tank of gas" of the aircrews' base.

RESPONSES TO COMMENTS

Some of these burner routes and training routes haven't been a real big concern to me as a pilot because they usually fly a fixed area and fixed rate and they fly at a certain elevation and you know where to expect them or we become accustomed to the routes and watch very diligently along those routes so that -- and they are usually bigger airplanes, B-1's and B-52's, and you can see them coming if you look very hard. And they will give you a scare too when they come over if you are not expecting them.

But the fighters and the dog fights and things like that I think are much more of a concern because those guys are not looking for traffic. They are just out there looking for their target. And I don't suppose that they can see me lumbering along in a little airplane if they are making five hundred miles an hour. So those are my comments.

I was an elected official for eight years and I had complaints about these low flying planes. When I would call Buckley I always got the run around. It was never their airplanes, never their fault. Never anybody would take responsibility. They would break the sound barrier, who else could it be? We knew who it was. We couldn't prove it, couldn't get a license number or a tail number. They go too fast.

I have been assured that has changed and that is not going to happen anymore and it seems to me that they are very

Response to Comment No. 4 Scherler

On-going education and awareness programs make military and civilian pilots aware of each other's operations. Safe separation procedures can be devised through coordination with the 140 WG to prevent any conflicts among their respective activities. Visual flight rules add further safeguards for elimination of potential conflicts with hang gliders and hot air balloonists.

Response to Comment No. 5 Scherler

Since its inception, the toll-free number (800) 582-8507 has helped the ANG to monitor and reduce the number of aircraft noise complaints. All calls to the number are taken seriously regardless of how the caller characterizes the complaint. If callers are not satisfied with the 800-number service, experience future problems with the toll-free number, or feel they are not getting a timely response, an alternative is to call the 140 WG Commander at (303) 340-9555.

interested in cooperating and not having these problems like they used to have. That's it now.

NOTARIAL CERTIFICATE

STATE OF COLORADO

I, Eileen T. Jones, a Registered Professional Reporter,
and Notary Public in and for the State of Colorado, do hereby
certify that on May 21, 1996, at Cheyenne Wells, Colorado, I
took down in stenotypy the private and public comments
transcribed above. I certify that the pages above are a true
and accurate transcription of those stenotypy notes.

GIVEN under my hand and notarial seal at my office
in the County or Routt, State of Colorado, on this 7th
day of June, 1996.

My commission expires: August 8, 1999.

Eileen T. Jones
NOTARY PUBLIC in and for the State of Colorado.

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COLORADO AIR NATIONAL GUARD

DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC MEETING

May 21, 1996
Cheyenne Wells, Colorado

Reported By
Jami Koenig, Court Reporter

1

GREG ROTH: I would just like to say we are very supportive of the Air National Guard and the MOA in this area. And we think they are doing a fine job and we are here to support them in any way we can because we know we need the military to have training areas and to defend our country.

MICHAEL KORRELL: I just feel that this is a great opportunity for these guys to get their training out here. I know other counties don't want them around, but we enjoy seeing them and hearing them flying. I guess they need the training and we like to see where our tax money is going.

Have you seen "Blazing Saddles" or seen in the beginning where it talks about -- when he was standing by one of the locals, he said, "Among these are people of the land, you know, morons." That's what this whole thing is, the people doing these meetings.

BURL SCHERLER: I'm a private pilot and I have an airport -- a private airport southwest of Cheyenne Wells and it's on the charter hangar. The identifier number is 9 Charlie, Oscar 5. And I'm concerned that when I call and get a flight briefing, I really never receive the information on the MOA whether it's active or not.

And I think there may be some problems in

RESPONSES TO COMMENTS

Response to Comment No. 1 Roth

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 1 Korrell

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 1 Scherler

Real-time dissemination of MOA use information is a known problem. The FAA and other agencies are working to find a solution to that problem. Until then, pilots can call the 140 WG at (303) 340-9472 to determine the schedule of airspace use and the type mission to be flown. Information closer to real-time can be obtained by calling the servicing Air Route Traffic Control Center by telephone or with air-to-ground radios while airborne.

2

1 notification with the FAA and getting the information
 2 out to a private pilot, so when they head up about this
 3 deal unless we specifically ask. I haven't been
 4 informed on a pilot briefing of the MOA status that I
 5 can recall in years and years.

6 In the past, we used to have them lit over
 7 straight at night and extremely low levels, about 100
 8 feet which was extremely hazardous and hazardous to the
 9 people and the life out here because there are no lights
 10 at night and no ground reference visual, it's so dark.
 11 I have a real problem with those kinds of activities.

12 However, they assure me now that that has
 13 stopped and that they are not flying at night, and
 14 that's a concern that really bothers me should they fly
 15 at night at low levels. It's unsafe for not only the
 16 airplanes, but for the residents. I realize that they
 17 need to train, and as a pilot, I know how important that
 18 is, but I would like to be better informed about their
 19 activities. I'd like to see perhaps a monthly

20 newsletter telling about the MOAs and how they are used
 21 and actual daytime training and what kind of training
 22 they will be doing.

23 I think it would help us -- help the public be
 24 more aware of what's going on, especially the flying
 25 public so we can avoid a midair collision with these

RESPONSES TO COMMENTS

Response to Comment No. 2 Scherler

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 3 Scherler

Since its inception, the toll-free number (800) 582-8507 has helped the ANG to monitor and reduce the number of aircraft noise complaints. All calls to the number are taken seriously regardless of how the caller characterizes the complaint. If callers are not satisfied with the 800-number service, experience future problems with the toll-free number, or feel they are not getting a timely response, an alternative is to call the 140 WG Commander at (303) 340-9555.

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1 guys. In the past it's been very difficult to voice a
 2 complaint when the airplanes were operating in a manner
 3 that was unsafe and break the sound barrier, fly low at
 4 night. And I was an elected official eight years as the
 5 county commissioner in Kiowa County, and I called and
 6 complained and had no success at all with the Air
 7 National Guard. It was -- it wouldn't have been us, it
 8 wasn't us.

9 I'm assured that's changed and the Guard is,
 10 you know, much better than it used to be if in the case
 11 and they are truly flying in a manner that they
 12 present. I suppose I don't have a problem with this air
 13 space except that the communication and notification
 14 needs to be improved.

15 I don't like the low-level flying when it's
 16 unnecessary. I prefer that lowest level be raised to at
 17 least 1,000 feet or maybe more if possible and adequate
 18 notification be given.

19 JAMES ALEXANDER: We support your
 20 training out here in the Air National Guard.

RESPONSES TO COMMENTS

Response to Comment No. 4 Scherler

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

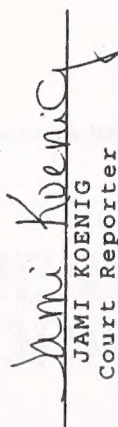
Response to Comment No. 1 Alexander

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

C E R T I F I C A T E

I, JAMI KOENIG, a Court Reporter, do hereby
certify that I reported by machine shorthand the hearing
proceedings contained herein, and that the foregoing 3
pages constitute a full, true and correct transcript.

Dated this 10th day of June, 1996.


JAMI KOENIG
Court Reporter

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**VERBAL COMMENTS FROM MEETING AT
AURORA, COLORADO, MAY 22, 1996**

THE COLORADO AIR NATIONAL GUARD
DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC MEETING

AURORA, COLORADO

MAY 22, 1996

Reported by

Eileen T. Jones

Registered Professional Reporter

The following script accompanied a public video played on a continuous loop from 5:00 p.m. to 10:00 p.m. at Aurora, Colorado.

"Hello and welcome to this meeting about the draft environmental impact statement for the Colorado Airspace Initiative. I'm Luan Akin, a resident of Colorado, with an interest in aviation and environmental issues. The Colorado Air National Guard has asked me to share with you important information to help you get the most out of this meeting.

I'll be spending the next few minutes with you explaining three major points.

First, in response to the new Denver Airport and important training changes the Guard has developed a proposal to change its existing airspace needed for realistic training.

Second, the air national guard has modified the original proposal into its preferred alternative based on public comments and have now completed a completed a draft environmental impact statement.

Third, you involvement and comments on the draft environmental Impact Statement are vital to the Guard and is the purpose of this meeting.

Your comments and concerns are critically important for this process. Before we take a look at the modified proposal I'd like to share with you some background material on

airspace issues.

There are three key components of airspace used for training the Colorado Air National Guard located at Buckley Air National Guard base in Aurora. These components are military training routes or MTR's, restricted areas, and military operations areas or MOA's.

A military training route is basically a long low altitude corridor that serves as a flight path to a particular destination. The corridor is usually 10 miles wide to 100 miles long and may range from five hundred to fifteen hundred feet above ground level, or higher. A training route is designed to provide realistic low altitude training conditions for pilots.

A training route will often end in a restricted area. A restricted area is typically used for weapons training. The land within the restricted area is owned by the military and may be used for activities such as bombing practice. One example of this activity in Colorado is the Airburst Range located at Fort Carson near Penrose in South Central Colorado. A restricted area typically covers five to ten miles on the ground and extends from the surface up to twenty thousand feet. The airspace is restricted to ensure the safety of non-participating civilian aircraft. The third type of military airspace is called a military operations area or MOA. A military operations area is a large expanse

By being more efficient, military users can accomplish more training activity with a decreasing number of available flying hours.

The third driving force is that the proposal will allow for realistic training in response to new training activities. For example, it will allow training to accommodate sophisticated new weapons systems such as advanced medium range air to air missiles. Let me now go back to the second key message.

The Air National Guard has modified the original proposal into its Preferred Alternative based on public comments and have now completed a Draft Environmental Impact Statement.

Several points can be made relating this key message. First, the modifications are the result of extensive involvement by the general public, government agencies and your neighbors, who formed a citizens airspace working group to represent your interests.

After several months of review, the Citizens Airspace Working Group established by elected officials made recommendations to the Air National Guard and to Governor Roy Romer, Congressman Wayne Allard, and Congressman Scott McInnis.

These recommendations were received by the Air National Guard and considered along with other analyses conducted for

of airspace designed to accommodate a wide variety of different flight activities.

Let me now return to the first of the three messages that I shared with you at the beginning of this presentation. In response to the new Denver Airport and important training changes the Guard has developed a proposal to change the existing airspace needed for realistic training.

One of the key driving forces behind this proposal begins at the new Denver International Airport. The relocation of commercial air carrier ground facilities has affected commercial flight paths over the entire state of Colorado.

The adjustments were mandated by the Federal Aviation Administration. As this illustration shows, the new commercial flight paths cut through the training area most used by the Colorado Air National Guard for more than twenty years.

The second driving force is the need for different airspace that responds to important training changes. The Colorado Air National Guard and other military users need to operate more efficiently than ever before. For example, budget cuts have resulted in a reduction of flying hours and other resources available.

The proposed modifications are designed to allow military users of the airspace to operate more efficiently.

the Environmental Impact Statement.

Now, let's look at the proposal as it relates to military operations areas. The modified proposal applies to several blocks of airspace throughout Colorado. I would like to describe each one in turn, taking you around the state in a clockwise pattern.

First, the Kit Carson military operation airspace is the most critically affect by the new Denver International Airport's commercial flight paths. The proposal calls for the renaming of the Kit Carson airspace to the "Cheyenne Military Operations Area." The proposal also calls for a shrinkage of the airspace by eliminating ten miles from its western boundary.

It also raises the existing floor from 100 feet above ground level to 300 feet and divides the existing airspace into high and low sections. The use of Cheyenne will be coordinated with the Federal Aviation Administration.

Moving clockwise in the southeastern part of the state, the proposal calls for the establishment of the Two Buttes military operations area. This airspace would be divided into low and high sections. The airspace would go from three hundred feet above ground level to eighteen thousand feet. The low section would only be used for 12 days per year.

The next airspace being considered is the existing Pin-Yin Canyon military operations area. The proposed

modification of Pin-Yin Canyon military operations area was prompted by a Federal Aviation Administration review.

The proposal involves moving the eastern boundary to the Pin-Yin Canyon military operations area approximately one mile to obtain clearance for a commercial airway. According to the Federal Aviation Administration review this change is necessary both for safety and efficiency.

Now we'll move clockwise to South Central Colorado and the Wet Mountains. The modifications for La Veta Military Operations Area were eliminated under the Preferred Alternative leaving the airspace in its current configuration as recommended by the citizens Airspace Working Group and Governor Romer, and endorsed by the Air Guard.

Now we'll move north to airspace associated with the Airburst Range in South Central Colorado. The proposed Airburst military operation area near Penrose involves the following.

First, the proposal calls for reduction of the size of the existing Fremont military operations area by cutting off its southwestern corner. This will remove Guard airspace from over Canyon city and Penrose.

Second, the proposal calls for combining the existing Fremont military operations area and the last segment of existing military training route referred to on the map as instrument route 409.

Third, the proposal calls for the renaming of the combined airspaces to the "Airburst Military Operations Area."

This new airspace will be divided into three sections. Section A would extend vertically from fifteen hundred feet above ground level to eighteen thousand feet.

Section B would extend vertically from three hundred feet above ground level to eighteen thousand feet.

Section C would extend vertically from five hundred feet above ground level to eight thousand, five hundred feet.

Now let's move on to the military training routes.

Under the proposal, the first route to be considered is instrument route 409. The minimum altitude of the last two legs of this training route, and all other training routes into the Airburst Range would be raised to five hundred feet above ground level. This route will continue to be used by other military units. The last leg of the training route would serve two functions. First, it would serve as a military operations area. Second, it would continue to serve as a training route.

The next training route to be considered is the training route 415. The altitude floor would be raised from one hundred to three hundred feet above ground level.

The next route to be considered is visual route 413.

The proposal calls for the width of this route to be narrowed

in several areas. The training route's altitude floor would be raised from one hundred feet to five hundred feet above ground level. The ceiling of the route would be raised to a maximum of three thousand feet. The purpose of raising the ceiling is to avoid wilderness areas. In addition, this route is being moved slightly to the southwest to avoid Mount Blanca, which is part of the federally established wilderness area.

The next training route to be considered is visual route 4123. The proposal calls for the total elimination of this route. The floor of the existing training route is one hundred feet above ground level.

The next training route to be considered is the establishment of visual route 427. The proposal calls for the route to link Cheyenne, Two Buttes, Pin-Yin Canyon, and Airburst Military Operations areas. Except for the last two legs, the altitude floor of this route would be 300 feet above ground level.

The next training route to be considered is instrument route 415. The proposal calls for the elimination of a maneuver area from the route. The proposal would also establish a new route, as instrument route 424. This route would allow aircraft to fly in the reverse direction along the same path as existing instrument route 414 and 409.

The final training routes to be considered are routes

416 and 426. The same principal for allowing reverse travel along an existing training route applies to the portion of route 416 that is being eliminated. Route 426 would provide for reverse direction travel along the same path as the former segments of route 416.

The same principal for allowing reverse travel along an existing training route applies to instrument route 416.

The same principal for allowing reverse travel along an existing training route applies to instrument route 416.

Route 426 would provide for reverse direction travel along the same path as instrument route 416.

Now that I've described for you modifications of the original proposal based on public comments, let's take a look at the draft environmental analysis. The main environmental issue raised during the first public comment period for both training routes and operation areas was noise and its potential effects on wildlife and humans.

The Air National Guard's environmental protection specialists performed extensive sound monitoring tests throughout the affected areas. They used state of the art computer modeling and methods that are nationally and scientifically accepted within the environmental industry.

Sound monitoring was witnessed by representatives of the Citizens Airspace Working Group and other private citizens. One of the citizens working group members, John Kenney,

described to a Pueblo based television reporter how he felt about the monitoring process conducted during the summer of 1994.

"I think this is very good. I appreciate being able to observe this, and I think -- I think everyone's making a sincere effort to see that we can have a situation where the military has what they need for training and that the people are considered and that our lives are not disrupted to any great extent."

The Air National Guard also sponsored monitoring and tests of overflights and aircraft noise on the largest bison herd in Colorado. This herd is located in the San Luis Valley.

A Peregrine Falcon study was conducted jointly by the US Fish and Wildlife Service and the Colorado Division of Wildlife.

When all the tests were completed, all data and analyses were turned over to acoustic experts.

The acoustic experts factored in scientific data about population distributions, land uses within the affected area, sleep and hearing disturbance studies, wildlife studies and other research to determine potential noise impacts.

Another key area identified in the public comment period was socioeconomic impacts. An expensive review of local and state records was performed and is presented in the Draft

Environmental Impact Statement. This review included data from areas that have been experiencing low level military flights for at least twenty years.

Examining past flight activity and economic records for these areas provides an excellent indication of the potential socioeconomic impacts on property values and tourism revenues.

Many other areas are addressed in the draft environmental analysis, such as safety, outdoor recreational opportunities, and solitude.

The third key message that I wanted to share with you in this presentation is that your involvement and comments on the Draft Environmental Impact Statement are vital to the Guard and is the main purpose of this meeting. I encourage you to please take as much time as you need to gain more information from the environmental protection professionals and other experts at this meeting. Your neighbors will also be available to discuss their views and comments on the environmental analysis.

As you go through the meeting keep in mind that the environmental analysis process and this formal public comment forum are required by the national Environmental Policy Act, which is commonly referred to as NEPA.

NEPA says that all federal agencies must study the potential effects of proposed agency activities on the human

and natural environment.

As part of the study process, formal meetings such as this are required to give the public an opportunity to comment on their environmental concerns. Here is what you will find at this meeting.

First, the Guard has set up several information stations. Second, interested citizen's groups comprised of your neighbors have also set up information stations so that you can get even more information. You can spend as much time as you like at any area and ask as many questions as you like. There are several ways your comments and concerns can be entered into the official record.

These include; written comment sheets and tape recorders located throughout the meeting area. Two stenographers are also here to record your comments. One stenographer is in the open house area. Finally, a separate meeting room will open from seven to 9:00 p.m. for people who want to make comments in front of an audience.

Regardless of the method you choose, all of your comments will receive the same attention and consideration in the final environmental analysis. Once again, I want to encourage you to participate at this meeting and provide your comments and concerns in writing or orally. Thank you for your time and attendance. Enjoy the meeting."

RESPONSES TO COMMENTS

Response to Comment No. 1 Tauer

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

MAY 22, 1996

AURORA, COLORADO

PUBLIC COMMENT SESSION

MR. PAUL TAUER: My name is Paul Tauer.

I'm the Mayor of the city of Aurora, Colorado, and I have a statement that I would like to read on behalf of the city of Aurora. It is in regards to the city of Aurora's comments on the Colorado Airspace Initiative Draft Environmental Impact Statement.

The city of Aurora has had a long and positive working relationship with the Air National Guard at Buckley. The city annexed the base in 1966 in order to protect the base from development that would not be compatible. Noise contours for Buckley were included in the city's first comprehensive plan in 1973.

In 1986 the city adopted the Air Installation Compatible Use Zone, the AICUZ, created by the National Guard that provides land use and development guidelines for the LDN noise contours and Accident Potential Zones.

The city of Aurora highly values the presence of the 140th Fighter Wing as part of our community. The economic benefit of the fighter wing is highly important to the economy of the city of Aurora and many of the personnel associated with the 140th are residents of our city. The base provides seven thousand jobs to our local economy and

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any threat to the future of the base and its tenants is a very serious issue for our city.

We acknowledge that noise is an issue for impacted communities and we also acknowledge efforts taken by the 140th Fighter Wing to identify noise conflicts and make actions to correct and reduce impacts. The base has long demonstrated its interest in being a good neighbor.

We have residents who live in Aurora because of the 140th Fighter Wing. There may be other residents who are unhappy that they experience noise generated by Buckley. We know of residents who live near the base and acknowledge pleasure in observing Buckley aircraft.

The city's concern is with impacts to the ability of the Fighter Wing to sustain itself given losses to its ability to conduct training flights.

The 140th Fighter Wing belongs to all of the state of Colorado. The unit is an essential element in our national defense with assignments to Turkey, Korea, Australia and in a few weeks to Saudi Arabia.

This city and its residents also recognize the economic reality of the closure of Lowry Air Force Base and now Fitzsimons. In the climate of base closures and reductions the additional loss of military installations in the Aurora Denver region must be viewed very seriously and any impacts to the viability of Buckley Air National Guard Base is a

- 1
continued

threat to the regional economy as well as a threat to combat readiness and emergency preparedness.

We fully support the future of the base and the 140th Fighter Wing. We hope that Buckley will continue to expand into our future. Sincerely, Paul E. Tauer, Mayor of the city of Aurora.

PUBLIC COMMENT SESSION

MR. WRIGHT: We will start this portion of the public meeting. My name is Ed Wright. I am a professor of political science at the University of Southern Colorado where I teach American Policy.

I am here actually in response to a request of the office of the governor and the president of the university who has asked me if I would do this and that is why I am here.

My function is to moderate and to facilitate this public hearing portion of the public meeting. This format is only one of five ways in which the public can make comments on the Draft Environmental Impact Statement.

The other ways in which that can be done is first in written form on a form that is made available in the information packet and deposited in the appropriate place in this display area out here.

Two other ways are by public comment to a stenographer in private or to a tape recording device also in private. You can also write to the Air National Guard Readiness Center at the address that is provided in the information packet on your input and response or comment on the environmental impact statement.

This portion is intended to be a public comment opportunity for individuals to make comments and response to

the Draft Environmental Impact Statement and as a public kind of meeting or hearing you are asked to register if you wish to speak and that form is available at the back of the auditorium.

And because it is a public meeting and we want to make sure that we get as clear a record of the public comment for the record we will have some procedures to follow to ensure that as many people wish to speak have that opportunity.

Members of the Guard are here to hear your comments but the real purpose of this portion of the public meeting is to develop a record of your comments to be reviewed by the officials who will examine the Draft Environmental Impact Statement and comments and respond to those and your comments will be included in that final impact statement and thus will be responded to.

If you want to address a specific issue I would ask you to speak to and get a direct response to that question. I would ask you to speak with one of the subject matter experts in the display area.

In the interest of fairness I think it is important to ensure that all individuals have an opportunity to speak. And to that end we will adhere to the time lines so as to make sure that those who come for the public portion of this meeting can participate.

It is important I think to be as factual as possible in

your comments, to be as direct as possible and the more dispassionate or unemotional your comments are the more compelling will be the public record that these individuals have to respond to.

We will follow the following procedures which have been consistent throughout the series of public meetings.

Speakers will be identified in accordance with the registration card. You will be asked to come to the microphone and your comments will be recorded by the stenographer. Please limit your comments to five minutes.

I will indicate when you have thirty seconds remaining. You can speak for additional time after everyone else has had an opportunity to speak. That procedure will be followed until either there is no one else who wishes to make a further comment or we have reached the adjournment time of 9:00 o'clock.

After that brief time the other opportunities for public comment still remain in terms of the stenographer and tape recording, written comment and of course you are able to respond directly to the Air National Guard in written form.

We will ask that individuals not cede their time.

One person will be recognized at a time and the first speaker tonight is Penny Hamilton. Is Penny Hamilton here? Then Glenn Ennis.

MR. ENNIS: My name ask Glenn Ennis. I

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am a private citizen. Ladies and gentlemen. My purpose today is to make three recommendations that will help the Colorado Air National Guard regain the trust and confidence of the citizens whose liberty they are sworn to protect.

These recommendations also will assist the guard in finalizing the impact statement and I will do my very best to be constructive.

To anyone who thinks there is no crisis of confidence on this project, I would simply say, go look at the record of the public hearings conducted in Alamosa on May 14, 1996, and in Westcliffe on May 16th.

Consider that a congressional investigation into the handling of this EIS has been demanded by the business owners in Crestone and Moffat. Comments ran about ten to one against this project in Alamosa, despite the fact that many people had to drive nearly one hundred miles to make their comments.

My first recommendation, in that I have more than what I can say in five minutes, so I ask now that my card be put back in for another opportunity. So I will hop to the first recommendation.

That is that strict enforcement of MTR and MOA boundaries must be included in the EIS as a mitigation measure. While everyone recognizes that these are training routes and that errors will sometimes occur, there is no

Response to Comment No. 1 Ennis

The ANG takes the public's concerns about pilot accountability very seriously. Any misconduct by a military pilot is a serious matter. If a member of the public is experiencing any problems with the military's operations in any of the airspace in an area that affects a person directly, the public affairs officer at the nearest military installation should be contacted immediately, or call (800) 582-8507.

The Federal Aviation Administration and each military service have very strict rules to ensure pilots stay within defined training airspace. The rules govern minimum altitudes, maximum speed, and type maneuvers that can be performed inside and outside designated training airspace. Military commanders have the authority to suspend pilots who willfully violate flight rules, such as flying outside designated training airspace. The military closely manages the airspace they use to ensure they do not exceed planned parameters.

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excuse for hot-dogging. Pilots who engage in such reckless flying should, at a minimum be prohibited from flying in Colorado.

Tough sanctions must be enforced and be publicized if the Guard hopes to regain the trust and confidence of citizens in the overflight areas.

I make this recommendation because most of the stories that I have heard in this area come from things like buzzing the schoolhouse, buzzing cars on the highway and nonsense like that.

Recommendation 2 is that the Colorado Air Space Initiative Working Group be revitalized. The Alternative that was developed in May of 1994 with minor updates should be analyzed in its entirety. To fail to do so is not only a breach of trust, it legally jeopardizes the final EIS.

The three existing Alternatives are narrow in scope and do not represent a true spectrum of alternative actions. NEPA case law requires that a sufficiently broad range of Alternatives be considered.

Before I go further, I should say a word about my own background. I have lived in Colorado for twenty-one years. I ran my first environmental project twenty-six years ago.

More importantly, I have worked as an environmental professional fully dedicated to improved safety and environmental compliance at federal facilities.

Response to Comment No. 2 Ennis

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

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Response to Comment No. 3 Ennis

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

Although Ldn is called an "average," it represents the total sound occurring within a 24-hour period, and is often described as a "cumulative" measure of impact. It has been shown to properly account for individual loud events of the type that may occur with military aircraft operations. However, while Ldn measures the total effect of all events, it does not describe the sound level for individual events. Whereas the Draft EIS presented some descriptions of individual aircraft noise events, the Final EIS has been modified and now presents additional discussions of individual aircraft noise events and maximum sound levels that are useful to evaluate potential impacts.

Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Airspace Initiative.

I wrote sections of the new environmental impact

statement for Rocky Flats. I've been trained in risk assessment at the Harvard School of Public Health.

I've commented to the FAA as a professional reviewer.

And I've reviewed aircraft crash probabilities and other hazards as part of my work for the Los Alamos National Laboratory.

It is with this background that I made the previous two recommendations and that I now turn my attention to the technical inadequacies of this draft.

Noise. No 1. The noise analysis presented in this document is fatally flawed in that the mathematical representations fail to accurately describe the threat. This is the cardinal sin of risk analysis.

Though mathematical manipulations of the energy content of noise may be useful in certain contexts, this draft EIS loses sight of the fact that we are talking about multiple acute impacts. That is, multiple short term impacts are misconstrued as equivalent to chronic, long term, low level impacts. This is akin to saying "Stick your head in a blast furnace for an hour. At 5,000 degrees, averaged over a one year period, this will feel like less than a one degree increase in temperature. And we all agree that's no problem." Well, that is a problem, and I invite any consultant who thinks otherwise to seek out his local blast

furnace and try this little experiment.

Yet, the draft EIS would have us embrace the noise of low flying jets and lead us to believe that the averaged noise level increases will only be equivalent to so many birds chirping. This is utter nonsense. Residents of the overflight areas have sufficient common sense to recognize this flaw; I am merely restating the same concern in more technical language.

Number 2. Sortie counts. The use of sortie counts systematically understates the impacts of the Preferred Alternative and all other Alternatives. Impacts, whether they be noise, air quality, or economic are generated by the number of flybys, not the number of sorties.

At one time, sortie counts may have been a reasonable surrogate for actual flyby counts, but that is all changed by the capability of the modernized F-16 to refuel while it is in the air. There is no reason to think that a commander would not refuel his force while in a MOA and then proceed to fly additional training routes and engage in additional maneuvers.

Indeed, one would expect that this would occur because F-16 modernization is one of the two changes used to prove the legal rationale that supports the stated purpose and need of this draft EIS. It is not appropriate to ignore flyby counts in favor of sortie counts because the number of flybys

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Response to Comment No. 4 Ennis

Sortie numbers are an excellent means to determine potential overflights. MTRs are one-way traffic routes so an aircraft can pass over a single location only one time on one sortie. MOAs do allow an opportunity for multi-directional traffic; however, training objectives to vary the pilot's experiences during the sortie and fuel limitations of the aircraft would make repeat identical passes over one ground location an undesirable and unlikely training scenario.

Response to Comment No. 5 Ennis

The number of flying hours assigned to a unit is determined by the amount of funding that a unit receives. In general, in-flight refueling activities associated with the Colorado Airspace Initiative are not performed to extend the duration of an individual sortie so an aircraft can stay in one location for an extended period or increase the amount of flying hours for a unit, but are performed for training purposes within the budget limitations of the unit. In-flight refueling training is essential for pilots to acquire the skill to use this procedure.

Response to Comment No. 6 Ennis

The number of overpasses made on any one sortie in the La Veta MOA over a specific point on the ground is not predictable.

per sortie will vary from MOA to MOA, from MTR to MTR, and by Alternative.

Therefore, the impact analysis sections of this draft document must be revised and recalculated based on flyby counts. Because of F-16 modernization, there is no longer any accurate impact analysis based on sortie counts alone.

Recommendation 3 is that the analytical methods used to evaluate the impacts of the various Alternatives must be subjected to intense and impartial review.

Given that the list of reviewers presented in Section 5.2 of the DEIS includes committees from both the National Guard and the Air Force, I see no choice but to recommend that an independent oversight review board be convened.

In conclusion, there are many shortcomings of this document, so many that they cannot even be enumerated here. Tonight, I have tried to offer constructive recommendations to fix both the problems of failed trust with the electorate and to address some of the technical flaws of this EIS so that in the end we can reach the common goal of strong national defense and respect for our own citizens.

Thank you very much.

MR. WRIGHT: Dale Ahlquist.

MR. AHLQUIST: My name is Dale Ahlquist.

I am the Director of the National Air Space Coalition. It's a nationwide nonprofit public interest organization concerned

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with the expansion of Military airspace.

I have written a detailed critique of the DEIS and there are copies on the table right outside the door for anybody who is interested in a copy.

The National Environmental Policy Act, NEPA, states that it is the national policy to prevent and eliminate damage to the environment and the biosphere. The federal government has a responsibility as trustee of the environment for succeeding generations preserving the natural aspects of our national heritage.

One scarce natural resource which must be preserved and protected is natural quiet. After spending an extended amount of time in the Wet Mountain Valleys and San Luis valleys I have grown to appreciate what a precious resource natural quiet is especially after I return home to the metropolitan area in which I live.

The people who live in these valleys have chosen quiet and they have given up a lot for that. They have given up a lot of the metropolitan conveniences to live in a place where it is quiet. It is not an exaggeration to say that these people thrive on quiet.

Their economy is based on quiet. The reason people go there to live or to recreate is because it is quiet. And I think that the choice that they have made should be honored and I think that military overflights are antithetical to

Response to Comment No. 1 Ahlquist

The concept of natural quiet as a resource has been added to the Final EIS. See new discussion in Subsection 4.14.

Response to Comment No. 2 Ahlquist

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

everything about that valley.

It's simply the wrong place to conduct air to air combat training and low altitude flying. At the very edge of the MOA, La Veta MOA and the MTR's leading to it is a place that is truly one of the quietest places on earth. That is the sand dunes, the Great Sand Dunes National Monument.

The National Park Service conducted a sound study measuring the ambient sound levels in the Great Sand Dunes. This document was not used in the preparation of the DEIS. Even though it is talking about the exact area that is impacted and the exact aircraft that are going to be doing the impacting.

I am going to submit this tonight to be considered as part of the record for the final EIS. I talked with one of the people from Wiley Labs. He was not even aware of this document. One of the points it makes in there is that the ambient sound level in the Great Sand Dunes is actually quieter than a commercial recording studio.

It also shows that the high decibel levels from the overflights went as high as a hundred and forty decibels on several occasions and at one time exceeded a hundred fifty decibels which was higher than the decibel levels reached in the sound tests conducted by the Air National Guard.

A hundred and forty decibels, a hundred fifty decibels. I can't even describe anything to compare that to. It would

Response to Comment No. 3 Ahlquist

The NPS document described has been used in the preparation of the Final EIS.

Response to Comment No. 4 Ahlquist

Noise levels in the range of 140 to 150 dB are not predicted to occur for any of the alternatives studied for the Colorado Airspace Initiative.

be causing damage to your hearing.

The sad thing about it is that they really shouldn't even have been overflying the Dunes and the other sad thing is that that decibel level was reached obviously in other places along the MTR in the MOA where those planes were flying.

I wanted to quote part of the report by the National Parks that gets at the whole problem of the sound analysis or the noise analysis that is used in this DEIS which is to average the sound over twenty-four hours and using a standard of sixty-five decibels. "The acoustic impact depends on characteristics of sound; amplitude, frequency and duration, the background or indigenous sound levels in which the sound is heard and the individual expectations of the listeners. That is, a little bit of noise will sound louder in a quiet environment when people are expecting it to be quiet than that same amount of noise would sound in an urban environment when people are expecting noise."

An analogy would be to put a table spoon of dirt in a glass of clean water. The water looks really dirty yet the same amount of dirt in an already dirty glass would not be as noticeable.

The whole problem is that they are not really measuring the true impact of noise in this area where it's very quiet. The standard that they are using in the DIS really hides the

RESPONSES TO COMMENTS

Response to Comment No. 5 Ahlquist

The approach used in the EIS has been modified. The Federal Interagency Committee on Noise (FICON), representing a variety of Federal agencies with a mix of concerns associated with aircraft noise, reviewed aircraft noise analyses issues in 1992. This committee's report (FICON 1992) continued an approach to evaluating relative impacts associated with aircraft noise that has been recognized by noise analysis experts as the most widely endorsed and comprehensive approach to aircraft noise analysis available. This approach to noise analysis was incorporated into the analyses associated with the Draft EIS. In general, Federal land use compatibility criteria are derivatives of guidelines first devised for land near airports. All land use compatibility is based on the use of Day-Night Average Sound Level (abbreviated as DNL or Ldn) as the descriptor representing community noise environments. The criteria treat areas below DNL 65 dB as compatible for all uses, including residential, and they treat DNL 65 dB as a threshold for significant exposure. There is no generally accepted method for treating rural areas differently for these purposes.

However, many EIS reviewers, including some members of the Federal regulatory community, felt the application of the FICON standards, and the 65 dB threshold, to a rural setting was inappropriate for such areas with more quiet ambient noise conditions. Consequently, the use of the 65 dB threshold as the sole means to assess relative impacts or the acceptability of noise levels associated with aircraft operations addressed in the EIS has been modified and the analysis now includes additional information to evaluate potential impacts.

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true impact of the noise.

The FAA has said that the sixty-five DNL is not a standard that should be imposed on local communities. That it is up to local communities to establish their own standards of noise. And that is quoted right in the DEIS in a footnote in G-1 of the appendix.

"The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with local authorities. FAA determinations are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses."

I think the Air National Guard really does want to do what is right by the citizens of Colorado. I have no doubt about that. But they seem to be stumbling right now through this process and I urge them to seriously consider the objections that have been raised through the DEIS.

If the final EIS looks even remotely like the draft and if it manages to come up with the same strained conclusions as the draft they will not have merely failed in their public duty but they will in fact have declared war on the citizens that they are trying to protect. Thank you.

MR. Mr. Jim Roper.

RESPONSES TO COMMENTS

Response to Comment No. 6 Ahlquist

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

Although Ldn is called an "average," it represents the total sound occurring within a 24-hour period, and is often described as a "cumulative" measure of impact. It has been shown to properly account for individual loud events of the type that may occur with military aircraft operations. However, while Ldn measures the total effect of all events, it does not describe the sound level for individual events. Whereas the Draft EIS presented some descriptions of individual aircraft noise events, the Final EIS has been modified and now presents additional discussions of individual aircraft noise events and maximum sound levels that are useful to evaluate potential impacts.

Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Aerospace Initiative.

RESPONSES TO COMMENTS

MR. JIM ROPER: I am Jim Roper from

Aurora. I am a private citizen. I knew nothing about this until about two weeks ago when the ad went in the Rocky Mountain News which was cleverly prepared and said this bird kills. Showed a picture of an F-16 and then had some statistical data about noise levels generated at two hundred feet when aircraft of that type are flying at three hundred and fifty knots. I have to say that my immediate impact on my psyche from reading that ad was negative. I thought this is bogus. I am an native of Colorado. I am a native of that region. I was born in the shadow of the Sangre de Cristo Range.

I spent many hundreds of hours fishing in Monument Lake rowing a rowboat. I enjoy quiet. I enjoy solitude as I'm sure that Dale and Kate and others that I have spoken with tonight do. And I know what it is like when that silence is shattered. I know it can be unnerving but I would submit to you that it can also be unnerving to have a military which is not adequately prepared. That unnerves me a lot more.

Yesterday my wife and I shipped our son off to Lackland Air Force Base where he will undergo four weeks of ROTC training, hopefully receive a commission and become an Air Force fighter pilot. I suppose that colors my views of this a little bit.

I have flown over that region myself. I have no intent

Response to Comment No. 1 Roper

The concept of natural quiet as a resource has been added to the Final EIS. This new discussion may be found in Subsection 4.14.

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to minimize the mental anguish I guess you would say that someone suffers when their silence is broken by an overflying military aircraft. I sympathize with that but I would like to say there is a matter of priorities here and the impression that I get from the discussions that I had with those who object to this draft impact study tonight is that it is a very small group of people.

They are very vocal, very articulate and they do not necessarily represent the broad view of the indigenous community, not the animals, but the human community in that area. They are not even from the area. And I have not heard any of those who are second generation residents of the area making very loud complaints. Possibly they have, but I haven't heard it. The arguments that I heard tonight were not factual, quite frankly. Anecdotal evidence was given which could not be supported by any stretch of the imagination.

When I asked one individual about the overflights flying down a canyon, a military aircraft, she indicated to me that they are flying too low. I said how low is too low. She said well, it's too low when a child looks out a window of his school building and can see the color of the pilots eyes.

So I said to her, see that gentleman standing over there about thirty feet away, what color are his eyes. He wasn't

moving at three hundred and fifty knots. He was looking right at us. She couldn't tell me.

So this kind of argument is unsubstantiated and it doesn't do any good for anyone. I discounted it and she was upset by that but let's keep scientific data scientific data.

I certainly understand that there are folks who don't want aircraft overflying their quiet meditational areas and some of them may have some kind of spiritual value. She indicated that it did. I am sympathetic to that but I am not sympathetic to my son paying with his life possibly because he was not able to have adequate training in preparation for combat because the residents of this state were so selfish that they would not allow those aircraft to overfly the area where they live at a low altitude. Thank you.

MR. WRIGHT: Mr. Lance Grolla.

MR. GROLLA: I am Lance Grolla from Crestone. I went to the meeting in Alamosa last week. Drove a hundred miles round trip and it is approximately four hundred miles here. This is the last place. The last meeting should be held in Aurora, the home of the Air National Guard, where there is the built in support because you are friends and neighbors of the Guard and those of you who do support them. I ask you have you seriously looked at the document because that is why we are here. It is the

RESPONSES TO COMMENTS

Response to Comment No. 1 Grolla

The research completed to support the preparation of the EIS follows the use of various accepted scientific methodologies used to analyze pertinent potential impacts. These analyses have been prepared by qualified scientists and engineers who perform these services for a variety of customers, including the ANG.

document. Does it support good decision making or does it not? Are the facts valid or are the facts invalid? Is there bias?

And I say that this is a very flawed document. And those of you who may support it I ask you to go back over the document and look at it seriously not just because the Air National Guard says this is the document from which we should decide how much airspace we need, but look at it scientifically, if you will, because they claim this is a scientific document and they are the sole arbitrators of what is scientific.

I get the impression after spending many hours on the document -- how many of you have spent hours on the document -- I have the impression what the contractors think is scientific is fine but those of us who testify are being subjective, therefore we are not being scientific. That is a very generalized statement to be sure.

My basis for evaluating the report is I am a retired GS 13 community planner at Wright Paterson Air Force Base and Edwards Air Force Base, as an environmental technician at Offutt Air Force Base and based on my experience I would like to read this. I feel qualified to say that the document has some factual validity but too many facts have been either misconstrued or completely missing and thus the DEIS cannot be trusted as a basis for sound public military decisions.

RESPONSES TO COMMENTS

Response to Comment No. 2 Grolla

The existing La Veta MOA and VR-413, as well as the proposed Airburst MOA (a revision of the existing Fremont MOA) and the MTRs leading to the Airburst Range form the basic air-to-surface training arena within which the Colorado ANG will train in the future to maintain its combat readiness status. Without these airspace components, the Colorado ANG could not meet wartime training requirements.

Response to Comment No. 3 Grolla

All comments received during the scoping process associated with this EIS were considered in the preparation of the document. Such comments, as they relate to the proposal, have helped to improve the EIS process and have become a part of the administrative record for the proposal.

Response to Comment No. 4 Grolla

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

Response to Comment No. 5 Grolla

The total contracted costs associated with the preparation of the Draft EIS, including planning, scoping meetings and responses to scoping comments, interagency coordination, and the actual preparation of the documents, was \$1.354 million.

Summary finding: VR13, Air Burst C, and La Veta MOA should be dropped and the entire DEIS be redone or entirely cancelled because it is an inaccurate document.

Three reasons for this. First the document is biased towards the National Guard objectives and is not impartial. It subverts the NEPA process and third the document leaves out expert Scoping testimony, ignores the governor's committee findings. They were put in the appendix with no real evaluation of their long effort. And it uses outdated information and misconstrues facts.

My summary recommendations, there are five.

That the FAA and Congress investigate to answer five questions. First why did the DEIS cost millions of dollars? Reports vary from 1.4 million to seventeen million dollars.

Why did it take four years and is so flawed that no decision should be made from it?

2nd. Why was the environmental impact upon the nearly extinct whooping crane not fully analyzed? There have been other efforts for rare species such as the whooping crane that have been completely stopped such as the owl in the northwest that stopped reforestation. The whooping crane could have the same impact.

Why, contrary to presidential executive order forbidding economically depressed areas be used for military purposes, was the San Luis Valley selected for military flights? This

RESPONSES TO COMMENTS

Response to Comment No. 6 **Grolla**

The ANG has been and will continue to work with the U.S. Fish and Wildlife Service, the Colorado Department of Natural Resources, the Bureau of Land Management, and other regulatory agencies to study the effects of their actions on threatened and endangered species within the areas affected by its operations. Representatives from these organizations meet periodically in a Coordination Group to discuss and study species of concern. Some ongoing study activities are currently funded by the ANG, including a study with the U.S. Forest Service on the Mexican Spotted Owl. The ANG will continue this cooperative effort and adjust its operations should any of these studies identify potential impacts on any threatened or endangered species.

The Monte Vista and Alamosa National Wildlife Refuges (NWRs) are listed as critical habitat for the whooping crane (*Grus americana*) (50 CFR 17.95(b)). These NWRs are outside the region of influence for the Colorado Airspace Initiative. However, military training route VR-413 is within close proximity to these NWRs, and intersects fly-ways utilized by the whooping crane to migrate to and from the above-mentioned NWRs and several NWRs to the north. Avoidance measures reduce the potential for bird-aircraft strikes, thereby reducing the potential impact to this species and enhancing aircrew safety.

Response to Comment No. 7 **Grolla**

A discussion on environmental justice has been added to the Final EIS. This new discussion may be found in Subsection 4.19. The concept of environmental justice addresses the issue of determining if actions of Federal agencies disproportionately impact the human health and environmental conditions in minority communities and low-income communities. The majority of the airspace associated with the alternatives addressed in the EIS has been in existence for many years and the changes being proposed would not significantly alter the current configuration. Environmental justice issues would be more relevant for new airspace, which occurs primarily in the southeastern portion of the State of Colorado. This new airspace does not affect any single minority group and overlies a wide variety of socioeconomic conditions.

valley is the most economically depressed area in Colorado.

4. Why was the full impact of the F-16 night flying and air fueling capacity not revealed? They really don't discuss the possibility that many of these flights will take place at night.

5th: Why does NEPA allow the Air National Guard to be the sole arbitrator or the judge and jury of all this testimony that has taken place in approximately eight cities throughout Colorado? It's just isn't fair.

The data according to NEPA cannot go to a tribunal. It cannot go before another committee to assess its validity or its lack of validity.

The final recommendation is because of the questions above the DIS needs to be redone. It's recommended that despite the millions of dollars that have been spent on this study that we consider it a start and that a second draft DEIS be initiated. And that the second draft DIS have a hundred twenty day review period. Sixty days is just not enough.

The guard, according to NEPA, had forty-five days to actually have a review process so they gave us sixty but sixty isn't enough for a document that has taken four years and all this time and expense you can't expect voluntary private citizens especially farmers in the valley who are planting now to spend time perusing a six pound document that

RESPONSES TO COMMENTS

Response to Comment No. 8 Grolla

As noted in Volume II, Appendix E, 140 WG flying will not occur after 10:00 p.m. in any airspace associated with the Colorado Airspace Initiative.

Response to Comment No. 9 Grolla

The Council on Environmental Quality provides guidelines for the preparation of Environmental Impact Statements, and the review of EISs by the public and various government agencies. These guidelines direct agencies to "allow not less than 45 days for comments on draft statements" (Section 1506.10 of these guidelines). The comment period for the CAI Draft EIS officially opened March 29, 1996 with the Notice of Availability published in the Federal Register. The initial mailing of the statement to over 750 addressees was accomplished on March 20, 1996 prior to the NOA. The close of the comment period was initially published as June 5, 1996 (68 days), and then extended to July 12, 1996 (105 days).

RESPONSES TO COMMENTS

Response to Comment No. 10 Grolla

In order to allow everyone an opportunity to comment at the public hearings, a time limit of 5 minutes was established for each individual oral comment. After everyone had spoken once, individuals were given an opportunity to speak again in additional rounds in case the initial 5 minute period had not been adequate for an individual to complete their comments. This was repeated until everyone had given all their comments. No oral comment sessions ended with commentators indicating they wished to give further comments.

Response to Comment No. 11 Grolla

The operation of the 140 WG out of Buckley Air National Guard Base in Aurora has an obvious economic impact for the immediate surrounding communities. In 1994, the payroll for the Colorado Air National Guard personnel stationed at Buckley exceeded \$34 million and local expenditures, primarily contracting and purchasing, were almost \$22 million. The State of Colorado collects property taxes from the men and women who work at Buckley and live in the community, and collects sales tax dollars from all purchases made within the State by ANG members. These revenue sources are a part of the general funds for the State which are distributed on a yearly basis by the General Assembly to every county in the State.

Response to Comment No. 12 Grolla

Low-altitude flights allow pilots to learn to avoid detection and to survive in combat. Low-altitude flying provides a significant operational procedure through which detection can be minimized. Training is essential to acquire the skill to use this procedure. Specific combat conditions that allowed high-altitude operations in the Gulf War may not exist in future conflicts. The need for this training is required by Air Force training regulations.

may have as much as six hundred pages.

So a greater time ought to be given to the whole process. There isn't enough time. They spent four years and we are only given five minutes.

There's nine things that I would just like to mention. First the NEPA process has been circumvented.

Second, the contractors who prepared the DEIS were not impartial. The national guard was their client, not the public.

Third, the noise formula is inaccurate, illogical, and negates a major portion of the document.

The sixty day review period is unfair. It is irresponsible for a government to allow the contractor years of writing material at taxpayers expense and not allow the same taxpayers sufficient time to review what they have paid for.

It is unfair also -- number 5 -- that those who suffer from the noise do not receive any economic benefit. Buckley Aurora receives all the economic benefit. Those who get the noise and the sudden impact don't receive any remuneration at all.

The low level flights are no longer viable because of more ground to air weaponry. The Gulf War was fought not at low level flights but at middle to high range and so it is an outmoded concept the Air National Guard should drop.

RESPONSES TO COMMENTS

Response to Comment No. 13 Grolla

The Colorado Airspace Initiative is not an expansion of airspace, but rather a modification. In many cases, this modification actually results in a reduction of airspace and/or number of sorties flown. The need for the Colorado Airspace Initiative is presented in Subsection 1.3 of the EIS.

Last, the National Guard has never satisfactorily proved it needs VR 13, Air Burst C and La Veta MOA. There is no scientific data that they have shown that actually proved their need.

MR. WRIGHT: Mr. Dennis Johnson.

MR. DENNIS JOHNSON: Good evening,

everyone. I am Dennis Johnson and a citizen of Aurora, a second generation Coloradan. My mother was born in Steamboat. I was involved in the Working Group and participated in coming up with the Preferred Alternative.

It is unfortunate that some of those most critical of the Alternative that is being proposed did not participate in the Working Group and yet are unwilling to look at this as a working document.

The draft environmental study that was done was done based on the recommendations that were used to complete these studies. They were done scientifically and they were done by contractors who bid on this process.

The Alternative that has been proposed I believe is an excellent one. I believe that the EDIS (sic) supports that Alternative and I believe that we need to be supportive of this.

If you are still wanting to not participate in what is happening that is your right but remember our freedoms were not purchased easily. The Guard protects our freedoms.

Response to Comment No. 1 Johnson

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

Response to Comment No. 1 Halat

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2 Halat

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

Although Ldn is called an "average," it represents the total sound occurring within a 24-hour period, and is often described as a "cumulative" measure of impact. It has been shown to properly account for individual loud events of the type that may occur with military aircraft operations. However, while Ldn measures the total effect of all events, it does not describe the sound level for individual events. Whereas the Draft EIS presented some descriptions of individual aircraft noise events, the Final EIS has been modified and now presents additional discussions of individual aircraft noise events and maximum sound levels that are useful to evaluate potential impacts.

Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Aerospace Initiative.

The guard's partially responsible for the freedoms that we have. The freedoms that we have to participate in meetings like this and to oppose a process like this.

So keep in mind if you would please that the Guard's very, very responsive to the community and to the citizens of Colorado. Thank you.

MR. WRIGHT: Deana Halat.

MS. DEANA HALAT: My name is Deana Halat.

I represent -- I am president of the Colorado Coalition against Aviation Noise. I would strongly like to encourage the Air National Guard to consider carefully the draft EIS as we do believe it's flawed and our experience with Denver International Airport shows repeatedly that these studies can be flawed.

The LDN averaging is inaccurate as it is done over a twenty-four hour period and often cuts off the peaks of individuals events. We strongly encourage the Air National Guard to request a hold on the draft EIS and to do further studies on the noise that will affect the citizens where your route changes will be. Thank you.

MR. WRIGHT: Mr. Glen Schulze.

MR. GLEN SCHULZE: My name is Glen

Schulze. I live in Littleton, Colorado. I am here as a private citizen interested in the science aspect of this DIS. And I believe the DIS may be mathematically pure and may

RESPONSES TO COMMENTS

Response to Comment No. 1 Schulze

The approach used in the EIS has been modified. The Federal Interagency Committee on Noise (FICON), representing a variety of Federal agencies with a mix of concerns associated with aircraft noise, reviewed aircraft noise analyses issues in 1992. This committee's report (FICON 1992) continued an approach to evaluating relative impacts associated with aircraft noise that has been recognized by noise analysis experts as the most widely endorsed and comprehensive approach to aircraft noise analysis available. This approach to noise analysis was incorporated into the analyses associated with the Draft EIS. In general, Federal land use compatibility criteria are derivatives of guidelines first devised for land near airports. All land use compatibility is based on the use of Day-Night Average Sound Level (abbreviated as DNL or Ldn) as the descriptor representing community noise environments. The criteria treat areas below DNL 65 dB as compatible for all uses, including residential, and they treat DNL 65 dB as a threshold for significant exposure. There is no generally accepted method for treating rural areas differently for these purposes.

However, many EIS reviewers, including some members of the Federal regulatory community, felt the application of the FICON standards, and the 65 dB threshold, to a rural setting was inappropriate for such areas with more quiet ambient noise conditions. Consequently, the use of the 65 dB threshold as the sole means to assess relative impacts or the acceptability of noise levels associated with aircraft operations addressed in the EIS has been modified and the analysis now includes additional information to evaluate potential impacts.

abide by all of the FAA equations and properly implemented by the contractor, Wiley Labs, that the Air Force brought into play but if you accept this twenty-four hour averaging as an acceptable predictor of the kind of environment you are going to live with you will have happen to you what is happening at DIA and that is forty thousand complaints in the first twelve months of operation.

To give you a few examples of what the averaging will do for you, you can have successfully mathematically pass as below sixty-five decibels eleven aircraft flying over your house at a peak level of seventy-five decibels which is equivalent of a home vacuum cleaner. You can have that happen every hour in a twenty-four hour period and when that is all averaged out you will get a number below sixty-five decibels and the FAA will tell you that this is not detrimental to the living environment. And when you tell them that the averaging is not acceptable they will say well, we have used it for twenty years. It is the best thing going. Trust us. It is a good predictor.

It is not and all you need to do is look at the mathematics involved here. What is being done at DIA is a sensor somebody located on the ground and once a second the decibel level is stored on a storage device and then three times a day these one second readings are transmitted to a DIA lab where they are converted to sound pressure levels.

They are all summed together and that sum is divided by eighty-six thousand and four hundred, the number of seconds in a twenty-four hour period.

Than that sound pressure is converted back to decibels. That is why you can get these ridiculous events happening eleven times per hour and still pass the sixty-five decibels.

Another example is you can have a ninety decibel aircraft fly over once an hour and the math will -- you go through this averaging, twenty-four hour averaging, that will pass the sixty-five decibel limit.

The sixty-five decibel LDN is great if you live along Interstate highway #405 out in California and the commuter traffic starts up at 6:00 o'clock in the morning and peaks up to eight or 9:00 o'clock in the morning and you hear that a block away and you hear that steady roar of traffic.

That is a good place for LDN averaging and I believe that is where this mathematics came from.

Now I know Wiley Labs knows how to add and convert to decibels and divide by eighty-six thousand and four hundred but don't believe them saying that this will be a good predictor of the kind of acceptable life that you will experience out there.

Now I don't come with just negative bricks that I'm throwing at the DIS. It is very easy to get the actual flyover events and I have samples here of a three hour period

RESPONSES TO COMMENTS

Response to Comment No. 2 Schulze

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

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RESPONSES TO COMMENTS

that I took out twenty-five miles south of DIA with a fairly inexpensive set up equipment and what this will show is single aircraft flyover events and I will make this available to the secretary so she can make this part of the minutes.

What you are looking at here, each one of these peaks is an aircraft flying over, and this method of presentation will let you measure the peak decibel level and will let you -- and that is by how high the peak goes on the chart. And the width of the peak at its base will let you know how many seconds that noise flyover occurred and then the distance between peaks tells you the distance between aircraft.

Now this is one of the famous crown jewel events at DIA called the triple IAS where they are bringing all the planes over Parker Elizabeth and bring them over to the three north south runways.

These events were occurring at about sixty seconds apart on this particular day. This -- and there are peaks here that are going off my scale here. My scale here was 85 decibels. All of this three hour event passed the sixty-five DV LDN mathematically.

So I agree with the previous speakers that the noise studies are flawed. They are not flawed mathematically and they are abiding by the FAA equations but don't let them sell you the averaging concept. Go for the instantaneous peak levels and tell them if the FAA doesn't now know to measure

Response to Comment No. 3 Schulze

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

them get someone who does know how to measure them.

Thank you.

MR. WRIGHT: Ms. Kate Steichen.

MR. KATE STEICHEN: Hi, I've been involved

-- I live in Crestone, Colorado in the San Luis Valley. I have worked with and sometimes in option to the Guard now since 1991 trying to find a way for the guard to get the training that they need so that they can protect all of us in a way that does the least damage on the ground.

And in the course of that time I have met some wonderful individuals. Brigadier mason Whitney I consider a real friend and a man of honor but I also am extremely frustrated by this process and very disappointed as a citizen.

I approached this very naively thinking there really was a way to work with our military as a citizen.

That this is what democracy is based on, that we stand up for what we believe in or that we dialogue and hopefully we can reach an agreement.

But my experience while there have been some highs and some places along the way where it looked like God, maybe we can really find a way. Overall, at this point I have to say I am extremely disappointed and I think that is a structural problem.

I will try to say a few of those -- give you some rationale for that and then I do have some very specific

RESPONSES TO COMMENTS

Response to Comment No. 1 Steichen

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2 Steichen

All contractors that prepare environmental studies for the ANG are selected through competitive procurements in accordance with the Federal Acquisition Regulations (FAR), including the firms associated with this EIS: Science and Engineering Associates, Inc.; National Security Analysts, Inc.; and Wyle Laboratories.

recommendations. If I run out I will come back again a second time.

Basically in terms of this DEIS process which is what we are supposed to talk about tonight the first structural problem is that the Guard who is the originator of the plan that is being analyzed is also the client of the contractor who is supposed to analyze this plan and judge this plan.

That is a real inherent structural problem and there have been calls for an independent evaluator.

A man spoke earlier and he was mistaken when he said the contract was awarded through a bidding process. There was no bidding process. As opposed to some people who just heard about this and the man who said he just found out about two weeks ago, some of us have been involved all long the way and we tried to point out those things as they happened.

So already you have a structural flaw because the contractor was awarded without a bidding process and reports to the Guard.

One of the few things that I remember from Harvard Business School is you can always find rationale for the facts that you have come up with. We all know that. There is always ways and unfortunately, that is what this feels like. As a citizens I was really hoping that when we finally got this DEIS it was something that we could grapple with, some real specific information and we could dialogue

and say this works and that doesn't, but the whole DEIS is a FONSI.

Now again, I have learned some of these terms over the years. That means a finding of no significant impact. So it's like whatever the guard has proposed there is no significant impact. That alone raises my concerns. Even this particular process is more of a convincing than a hearing. The Guard has said they want to hear us but how many Guard members are here listening to us?

I see two here in uniform and that is great but if the guard really wanted to hear us this room would be lined with people from the Air Force, from the Pentagon, from the Colorado State National Guard.

Instead what we say is going to go to some lower level bureaucrat in the Guard or the contractor to analyze and we will get letters back that won't probably really answer our concerns and then where do we go with that. So to me that is really another structural problem.

There is an economic inequity that has been referred to. Those of you who live in Aurora you are in a great place. You get all the economic benefit from this. You get the jobs and the jobs of course are magnified --I am not an economist but six or eight or ten times as everybody knows.

But the cost of this all go to south central and southeastern Colorado and we are asked to be good citizens an

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RESPONSES TO COMMENTS

Response to Comment No. 3 **Steichen**

The ANG cares about the people that live near their training areas and how they feel about the activity associated with training. The NEPA process is providing the ANG with an opportunity to hear exactly what the public feels about its proposal before any decisions are made. Every scoping comment and every comment on the Draft EIS sent to the ANG has been read and incorporated into the administrative record for the proposal. Public comments have provided a better picture of what subjects the public wanted addressed in the document and have enabled the ANG to improve the EIS by adding or expanding to discussions in the Final EIS. Examples of added or expanded discussions include human health effects, natural quiet, environmental justice, amongst others.

Response to Comment No. 4 **Steichen**

The operation of the 140 WG out of Buckley Air National Guard Base in Aurora has an obvious economic impact for the immediate surrounding communities. In 1994, the payroll for the Colorado Air National Guard personnel stationed at Buckley exceeded \$34 million and local expenditures, primarily contracting and purchasing, were almost \$22 million. The State of Colorado collects property taxes from the men and women who work at Buckley and live in the community, and collects sales tax dollars from all purchases made within the State by ANG members. These revenue sources are a part of the general funds for the State which are distributed on a yearly basis by the General Assembly to every county in the State.

bear the costs but we get none of the advantages.

But there is another cost to those of you in the cities because you come to our part of the state for your recreation, for your wilderness time and that is another cost when we talk about the silence and the effect on that silence that really affects everyone, not just those of you who live in these places.

There seems to be another structural issue, if you look at the whole DIS in that when we went through it we were really surprised because it seemed that all of the locally generated studies, scientific studies aren't in there, weren't considered and when one of the members of the Open Space Alliance which is the group that I am representing today asked, she was told well, you know, comments or studies from, for instance, a fireman from my community who has been a volunteer fireman for fifteen years don't count because that would be subjective but comments from the Guard or the Guard's contractor are considered scientific.

We had very professional comments from studies from Adam State College Professor Hobie Dixon who is a biology professor, from Jim Grogman from the Forest Service, from Bill Wellman from the Park Service, from the Colorado Division of Wildlife.

The last one was in the appendix, if you can get through the six pounds. A letter to eliminate the VR 413 which is

RESPONSES TO COMMENTS

Response to Comment No. 5 Steichen

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 6 Steichen

All comments received during the scoping process associated with this EIS were considered in the preparation of the document. Such comments, as they relate to the proposal, have helped to improve the EIS process and have become a part of the administrative record for the proposal.

Response to Comment No. 7 Steichen

Military training route VR-413 is an existing airspace currently used for training. Under the Preferred Alternative, its width would be reduced in size to 6 miles. This would significantly reduce the land area under this airspace and would move its eastern boundary away from the Sangre de Cristo Mountains and the Great Sand Dunes National Monument. In addition, its turn point near Mount Blanca would be moved further south. The minimum altitude would be raised from surface to 500 feet above ground level.

the route through our valley because there is such a huge number of endangered and threatened species of habitat and species in the valley that there is no way that the jets that fly through and not affect us.

You can't go like this. (Indicating) Even the towns in our valley are only fifteen or twenty miles apart. So if indeed the Guard bubbles or measles these areas, you used to use that language, to fly over -- I mean a jet flying at the rate it does can't do it so there are some real very specific concerns that have been addressed.

So I think with that I will stop and hopefully there will be time and I can give my recommendations. Thank you.

MR. WRIGHT: Victoria Livingston.

MS. LIVINGSTON: My name is Victoria

Livingston. I own a ranch in beautiful and quiet Wet Mountain Valley just south of Rosita, Colorado which is a neighbor of Westcliffe.

And I guess the thing that I am the most concerned about is the way in which, you know, these noise studies were done and the way they were averaged over the twenty-four hours.

I used to be an aerospace engineer and I am familiar with how you collect data and how you can make things look one way or look the other way but in the end you have to address what the real problem is.

And the real problem is not based over a twenty-four

RESPONSES TO COMMENTS

Response to Comment No. 8 Steichen

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 1 Livingston

Studies on how people react to noise indicate that the important factors are how loud the sounds are, how long each sound lasts, how many times a day they occur, and what hour of the day they occur. To provide a means to evaluate the relative impacts of the noise from a particular activity, the noise measurement approach (the metric) must be a tool that can account for all these factors. The EIS uses for this purpose the widely used and accepted noise metric called the Day-Night Average Sound Level (abbreviated as DNL or Ldn) which allows noise from many different situations to be compared with each other.

Although Ldn is called an "average," it represents the total sound occurring within a 24-hour period, and is often described as a "cumulative" measure of impact. It has been shown to properly account for individual loud events of the type that may occur with military aircraft operations. However, while Ldn measures the total effect of all events, it does not describe the sound level for individual events. Whereas the Draft EIS presented some descriptions of individual aircraft noise events, the Final EIS has been modified and now presents additional discussions of individual aircraft noise events and maximum sound levels that are useful to evaluate potential impacts.

Ldn still remains the primary noise metric for the assessment of potential impacts at various noise levels. Studies on noise impacts to communities have shown that to properly assess the impacts from a particular activity, it is important and useful to separate the way one individual may react to noise from the way the community, as a whole, reacts to this noise. Used in conjunction with an extensive existing body of research, the Ldn metric provides a means to accomplish this and to project a measure of the overall community reaction to aircraft noise levels associated with the Colorado Aerospace Initiative.

RESPONSES TO COMMENTS

Response to Comment No. 2 Livingston

Studies conducted on wildlife have shown that numerous wildlife species have the ability to adapt to the presence of man and various man-made sound sources, including jet aircraft noise. While the noise generated from low-altitude military overflights may be initially startling, habituation to jet aircraft noise occurs with most wildlife species. Species-specific responses to low-altitude overflights vary considerably, and responses from individual animals may have the potential to cause injury. However, wildlife populations are usually affected only when a variety of factors work in combination to impact them, including declines or fluctuations in the availability of a food source, habitat destruction or alteration, predation, hunting, trapping, poaching, disease, or inclement weather, rather than noise alone. Normally, it would be unrealistic to predict or attribute any wildlife population declines to a single stressor, such as noise. In addition, no published scientific evidence was identified that indicated harm may occur to wildlife as a result of exposure to the levels of noise generated by military aircraft that would utilize the airspace associated with the Colorado Airspace Initiative.

hour period. It is not a smooth line. It is being out in your field with your animals and a jet flying over at five hundred feet scaring the you know what out of you and your animals and there is no way that this report shows what this does to your psyche, to your body, to your whole being.

Supposedly, the studies have taken into account the wildlife. You know, we as people can tell how we feel. We can say well, we are terrorized and we are scared when this happens but the poor animals can't say anything so the kind of testing that has been done just from a citizens point of view and from an ex-engineer's point of view to me is just very invalid and I think that if you are going to build a house you need to have a good foundation and the foundation that you started with on this study is faulty. Thank you.

MR. WRIGHT: Mr. Bob Senderhauf.

MR. SENDERHAUF: My name is Bob Senderhauf and I am from Westcliffe, Colorado. I am the president of the Custer County Action Association.

The reason that we are here this evening is the entire process that has come out of that draft EIS that has been spoken about many times. We are here to make comments, positive and negative.

I live in Custer County and you are talking about somebody that is underneath this proposed MOA. I think in the process we have worked with the Guard. We have worked

with numerous different groups and during this process there have been some great things that have happened. The Air Guard has done away with VR 412 in our valley. We have been told that was going to be taken outside from the beginning and as far as we are concerned it is out and from my last calculations I believe that had something in the neighborhood of about ten sorties.

We are concerned about the elevations that they were going to come in anywhere from a hundred feet, two hundred feet, five hundred feet etc. and in this process they have raised that floor to thirteen thousand MSL which is mean sea level or basically about four to five thousand foot above us in the valley.

My family came in with the covered wagons, my wife's family. I am an import. I have only been there for twenty-five years. We do support the military. We support the Colorado Air National Guard and its mission and I know that there has been a lot of negative things that have been said about our organization and of course about me personally as well, unAmerican, all the things that go along with it and I will sit here and look you straight in the eye and say I am an American and I believe in our mission. I believe in everything that we have done.

I am a former county commissioner. I sit on numerous boards in our community. When the comment was made that

RESPONSES TO COMMENTS

Response to Comment No. 1 Senderhauf

The CAI was initiated several years ago with an Original Proposal that did include some low-altitude flights in the areas identified. However, the ANG identified a new Preferred Alternative in the Draft EIS. This Preferred Alternative was the culmination of efforts by Governor Roy Romer, members of the Colorado Congressional delegation, a Citizens' Working Group, and the ANG to reach a viable alternative which addressed the concerns of the citizens of Colorado.

This Preferred Alternative does not include new or lower flights in the vicinity of the Wet Mountain Valley or the Sangre de Cristo eastern slope. In fact, La Veta MOA will remain as currently charted (minimum altitude 13,000 ft. MSL) but with fewer flights. A military training route, VR-412, which is currently charted through the Wet Mountain Valley, will be totally eliminated. Rather than increasing the training activities in the area, training would be reduced. Low-altitude flights in the Wet Mountain Valley, using either MOAs or MTRs, would be completely eliminated by this proposal.

RESPONSES TO COMMENTS

there weren't that many people concerned, when I was a county commissioner I was presented with about fifteen hundred signatures of people opposing at that point the Redeye Complex.

The Redeye Complex was a forerunner of this particular Colorado Airspace Initiative. It failed. It was taken back and the initiative then came out. The initiative itself does have a lot of flaws in the DIS but I am not going to go into those.

I want to go into the people part of it because I think that this is a part of the process that is being left out in the draft EIS. When you go around and you have organizations that are created in Westcliffe and Gardner and Rye, and La Veta and Crestone, the people that are directly affected by this, there are hundreds and hundreds of people that do not agree with this initiative.

But it is one thing about saying I am against something and it is something else saying there are alternatives. And I'm going to submit tonight for the record an alternative known as the Green River Complex.

I think it is one that really hasn't been evaluated in the draft EIS so I am going to be submitting that this evening and I want the guard, I want the contractors and the people in charge to take a full analysis of that proposal. It has already gone through the ORRS process. The land is

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Response to Comment No. 2 Senderhauf

All range and airspace alternatives within 200 nautical miles of Buckley ANGB were examined for potential use down to a single training event. The Green River area was examined and found to be inadequate.

RESPONSES TO COMMENTS

Response to Comment No. 3 Senderhauf

Studies conducted on wildlife have shown that numerous wildlife species have the ability to adapt to the presence of man and various man-made sound sources, including jet aircraft noise. While the noise generated from low-altitude military overflights may be initially startling, habituation to jet aircraft noise occurs with most wildlife species. Species-specific responses to low-altitude overflights vary considerably, and responses from individual animals may have the potential to cause injury. However, wildlife populations are usually affected only when a variety of factors work in combination to impact them, including declines or fluctuations in the availability of a food source, habitat destruction or alteration, predation, hunting, trapping, poaching, disease, or inclement weather, rather than noise alone. Normally, it would be unrealistic to predict or attribute any wildlife population declines to a single stressor, such as noise. In addition, no published scientific evidence was identified that indicated harm may occur to wildlife as a result of exposure to the levels of noise generated by military aircraft that would utilize the airspace associated with the Colorado Airspace Initiative.

Response to Comment No. 4 Senderhauf

The ANG has been and will continue to work with the U.S. Fish and Wildlife Service, the Colorado Department of Natural Resources, the Bureau of Land Management, and other regulatory agencies to study the effects of their actions on threatened and endangered species within the areas affected by its operations. Representatives from these organizations meet periodically in a Coordination Group to discuss and study species of concern. Some ongoing study activities are currently funded by the ANG, including a study with the U.S. Forest Service on the Mexican Spotted Owl. The ANG will continue this cooperative effort and adjust its operations should any of these studies identify potential impacts on any threatened or endangered species.

Response to Comment No. 5 Senderhauf

Appendix N accounts for all sorties of military airspace user, both a part of or coincidental to the Colorado Airspace Initiative.

there.

I am not saying that it should be moved out to that area in its entirety, but it is another alternative. It is a possibility. And when we started out with this initiative 85% of Custer County was covered by MTR's and MOA's. That is a concern.

We are taking the hit for the majority of the State of Colorado. I have made this plea before and I ask for the senators and the state representatives and the mayors and commissioners from all the other counties and say -- step up to the plate and say hey, we will do our fair share too.

That's what we are asking but, you know, today I have not heard any of those people come forward. I guess it is not in my backyard. So we are concerned about that.

There is another issue that I want to touch on is the wildlife. Very quickly. These are the SAC routes. These are the MTR's. These are the MOA's that are affected in the southeast quadrant or south central Colorado and the effects of the bald eagles, golden eagles and so on down the line.

The next map is the national monuments that are also affected. I am going to submit this to the record to be fully analyzed and looked at and a full response to the effects on wildlife.

I am concerned about the accumulative effects of not only the Colorado Air National Guard but all of the invitees,

RESPONSES TO COMMENTS

Response to Comment No. 6 Senderhauf

The operation of the 140 WG out of Buckley Air National Guard Base in Aurora has an obvious economic impact for the immediate surrounding communities. In 1994, the payroll for the Colorado Air National Guard personnel stationed at Buckley exceeded \$34 million and local expenditures, primarily contracting and purchasing, were almost \$22 million. The State of Colorado collects property taxes from the men and women who work at Buckley and live in the community, and collects sales tax dollars from all purchases made within the State by ANG members. These revenue sources are a part of the general funds for the State which are distributed on a yearly basis by the General Assembly to every county in the State.

Response to Comment No. 7 Senderhauf

In order to address concerns regarding possible devaluation of real estate, the EIS evaluated historical data for property values. This analysis compares counties within the study area for the CAI, including those areas with currently utilized military airspace, to counties outside the study area. The results indicate that all counties experienced increases in property values. Further, in terms of median property values, counties within the study area for the CAI increased 99.71 percent compared to counties outside the study area, which increased 57.74 percent. Whereas a report published by the Federal Aviation Administration concludes "that noise has been shown to decrease the value of property by only a small amount--approximately 1 percent decrease per decibel (DNL)," this analysis applies to airport/airfield environments and not land areas underlying military training airspace. Therefore, although it is not possible to absolutely conclude that counties experiencing military aircraft overflights incur any greater change in real estate values than counties not experiencing similar overflight activity, it is not likely that real estate values would drop as a result of the CAI.

all the SAC routes, all the C-130's, and all the choppers and everything else that comes in. I think that we have to take a look at the cumulative effect of all of this on such a small area.

Along with that one more thing. I too, was on that Working Group. I have seven thousand hours into this initiative and six years. So I do know a little bit about the issues and I know a little bit about the economics.

The economics are good for Aurora. And that is great. Just like the satellite collecting systems that are out of Buckley. Three billion dollars was put into that last year.

These are all great things for the city of Aurora and the area. And that effects fifty to seventy-five miles of this area but we don't have that economic benefit.

It is an economic deterrent to us and this is also addressed in the draft EIS with a 1% raise in decibel there is a decrease in values.

So the economics are good for here. As somebody made the comment, you know, you get the wheat and we get the chaff in one of the previous meetings and I guess that is probably about it. And we are concerned about that.

We are not unAmerican and we do support the mission.

There is one more comment that I would make. I would like to see the working group's documents that we worked on for a year and submitted to be taken, not in part, but in full the

way it was designed.

The governor has taken parts of that and has left out three important areas. One is Air Burst C. One is the amount of sorties and elevation or altitude. Those are primary concerns to us and these need to be worked on and looked at in its entirety. So I call upon the Guard to do that.

In closing, I too have gotten to know General Mason Whitney. In knowing the general he has written me a letter and said let's continue on with the Working Group. Let's continue on with the dialogue. Let's continue on with the process that we started.

The governor has asked to stop. The congressional people have asked. As far as I am concerned with our organization, we are going to continue on with the General in this dialogue and hopefully that we can come to some type of an agreement that is beneficial for everybody that is concerned in the issue. I am sorry I have gone over. AT THIS POINT THERE WAS A FINAL CHANGE OF REPORTERS.

RESPONSES TO COMMENTS

Response to Comment No. 8 Senderhauf

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

RESPONSES TO COMMENTS

PRIVATE COMMENT

DR. JAMES LEMBECK: I just want to make a comment about some of the issues that were brought up inside about the airspace, noise levels, environmental impact and the EIS statement. Basically, that I wanted to address the issue of trust. Unfortunately, it is difficult to trust the military.

I am a veteran myself. I can tell you for certain they omit a lot of truth and they slant the truth in their favor most times and it is difficult for us to trust them. I know from what I heard inside that a lot of information wasn't given in accurate form from the Air National Guard.

Unfortunately, a lot of other people use this airspace besides the Air National Guard and they cannot police these other people and persons that are using that airspace.

I was told by the General that they did not use chaff or flares and they do not, but the other people that do use that airspace do use those.

I was also told that the fly level would be no lower than thirteen thousand feet and from what I understand that is also not true. There are people that are flying at lower levels than that.

I just wanted to -- in closing I just wanted to say that unfortunately, if they can't find some compromise the military is going to probably do what they want to do despite

Response to Comment No. 1 Lembeck

None of the units associated with the CAI would be permitted to dispense chaff during military aircraft operations in CAI airspace. All of the units associated with the CAI would be permitted to dispense flares during military aircraft operations in CAI airspace. The use of flares for training would be limited to MOAs, and would be restricted to altitudes greater than 2,000 feet above ground level (AGL).

Response to Comment No. 2 Lembeck

This Preferred Alternative does not include new or lower flights in the vicinity of the Wet Mountain Valley or the Sangre de Cristo eastern slope. In fact, La Veta MOA will remain as currently charted (minimum altitude 13,000 ft. MSL) but with fewer flights. A military training route, VR-412, which is currently charted through the Wet Mountain Valley, will be totally eliminated. Rather than increasing the training activities in the area, training would be reduced. Low-altitude flights in the Wet Mountain Valley, using either MOAs or MTRs, would be completely eliminated by this proposal.

the efforts of the people that live in that area.

My major concern is the safety of the people in that area, the affect on air pollution, the effect on the wildlife and the overall safety of planes crashing in that area. -3

If a plane crashed there it would be devastating in that environment. That would start a fire that would take out maybe ten to twenty thousand acres of land including homes and wildlife. -4

So I think that the military itself needs to consolidate its efforts through the Guard and the other various units that are going to be using that airspace and make wise use of it. That they find some compromise so that it is a win win situation. -5

And then they have some kind of a civilian liaison that can monitor the activities of the military so that we can make sure that our end of the bargain is being upheld and their end of the bargain is being upheld.

RESPONSES TO COMMENTS

Response to Comment No. 3 Lembeck

These issues are addressed in the Sections 3 and 4 of the EIS.

Response to Comment No. 4 Lembeck

The fire potential associated with aircraft overflights is generated from the potential for an aircraft crash and the use of flares in training. The EIS evaluated the potential for an aircraft crash resulting from the proposal. This evaluation determined that the likelihood of an aircraft crash would be very low. Therefore, the potential for a fire resulting from an aircraft crash would also be very low. In fact, military accidents have declined in the past decade, as described in the February 1996 report of the General Accounting Office, an organization under the U.S. Congress.

Response to Comment No. 5 Lembeck

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

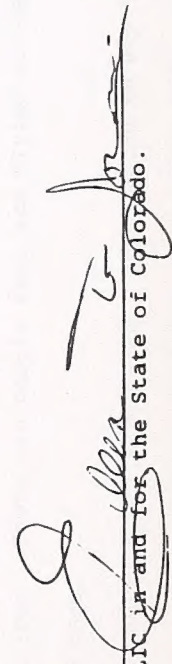
NOTARIAL CERTIFICATE

STATE OF COLORADO

I, Eileen T. Jones, a Registered Professional Reporter,
and Notary Public in and for the State of Colorado, do hereby
certify that on May 22, 1996, at Aurora, Colorado, I took
down in stenotypy the private and public comments transcribed
above. I certify that the pages above are a true and
accurate transcription of those stenotypy notes.

GIVEN under my hand and notarial seal at my office
in the County of Routt, State of Colorado, on this 7th
day of June, 1996.

My commission expires: August 8, 1999.


NOTARY PUBLIC in and for the State of Colorado.

COLORADO AIR NATIONAL GUARD

DRAFT ENVIRONMENTAL IMPACT STATEMENT
PUBLIC MEETING

May 22, 1996
Aurora, Colorado

Reported By
Jami Koenig, Court Reporter

1

1 (The following are private oral comments.)

2 BEN LEWIS: Air National Guard and

3 particularly the Colorado National Guard and its

4 facility, Buckley Air Force Base, have been an important

5 part of the Aurora community for more years than I can

6 remember. Other military operations have often seen

7 themselves as something apart from the community which

8 they are located. Buckley's an exception to that rule.

9 The facility and its management sees itself as an

10 integral part of the city of Aurora and the leadership

11 that makes decisions about the quality of life in

12 Aurora.

13 The Chamber of Commerce is grateful for their
14 attitude and has in the past and will in the future do
15 everything in its power to maintain Buckley's presence
16 in Aurora, Colorado. Whatever difference of opinion the
17 individual citizens have with air space questions, we
18 believe that it is important to maintain the National
19 Guard's presence in Aurora both for their contribution
20 to our local economy and to local leadership.

21 Third parties are welcome to contact me at the
22 Aurora Chamber of Commerce and/or the longstanding
23 military affairs committee. I represent both the Aurora
24 and Denver chambers.

25 PAUL MOORE: I am a landowner in the La

RESPONSES TO COMMENTS

Response to Comment No. 1 Lewis

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 1 Moore

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

2

1 Veta MOA and I confer with the EIS proposal.

2 DON THOMPSON: There are two comments

3 that I would like to make to get a response to. First
4 of all, my question is whether actual flights are needed
5 for the training that the Guard is requesting or whether
6 simulators, in their important or increased realness to
7 the simulation, whether that won't provide the training
8 that the Guard needs.

9 In other words, there have been substantial
10 improvements made in computer simulations. Commercial
11 pilots learn to fly new airplanes by using simulators.
12 The Air National Guard, I feel, could eliminate a lot of
13 their impacts on the citizens by doing more of their
14 training. The citizens would not be impacted if the
15 Guard does their training using flight simulators.

16 So I guess all of that, I'm saying I really
17 ask the basic promise which is that they need these
18 flights to stay current, to learn new skills. The other
19 thing I wanted to say is that I was hiking in the
20 Sangre de Mountains, the mountain range that's between
21 the San Luis Valley and the Wet Mountain Valley, and
22 well, I was hiking, trying to climb Little Bear Creek
23 and was in an area that was not technical, but where
24 there was quite a bit of exposure by myself trying to be
25 careful, and had a military aircraft come out of the sky

RESPONSES TO COMMENTS

Response to Comment No. 1 Thompson

The use of flight simulators for pilot training is already part of the training program for various aircraft using the affected airspace. The F-16 training regulation (AFI 11-116) stipulates those activities that may be accomplished using simulators and those requiring actual flying. Although flight simulators work well for certain types of training (e.g., emergency procedures and instrument training), the complete substitution of simulator training for all flight training is not a viable alternative. In addition, the availability of simulators for on-going readiness training is limited and not currently at the 140 WG.

Response to Comment No. 2 Thompson

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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- 2

RESPONSES TO COMMENTS

3

1 probably 100 feet, 200 hundred feet above me. No
2 warning, just all of a sudden the blast of noise from an
3 aircraft.

4 I live here in Denver. I seldom get down into
5 those mountains, but I guess what I'm saying is that I
6 know what those people can be subjected to and the
7 people who live in that area that will be apparently
8 subjected regularly to the military flights. And I
9 don't think that the protection -- the American public
10 should require them to live through that.
11 (At this time there was a change of stenographer.)
12 (The following are oral public comments.)

13 AUSTIN LAUGHLIN: I'll be real short.
14 First off, what I feel has been covered tonight in the
15 meeting. I want to cover a little of just my feelings.
16 I think the alternatives haven't been necessarily
17 properly analyzed, the alternatives to what is being
18 proposed here.

19 I feel the environmental impact study is
20 seriously flawed, which I don't want the take the time
21 to go into because it has been covered elsewhere. The
22 averaging and all those things are bothersome. There is
23 a line in there at one point that, maybe it's been
24 clarified, but it says that the preferred alternative is
25 not necessarily the one -- the final one that will be

Response to Comment No. 1 Laughlin

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2 Laughlin

No changes to the alternatives will be made without appropriate additional environmental documentation.

RESPONSES TO COMMENTS

Response to Comment No. 3 Laughlin

The Council on Environmental Quality provides guidelines for the preparation of Environmental Impact Statements, and the review of EISs by the public and various government agencies. These guidelines direct agencies to "allow not less than 45 days for comments on draft statements" (Section 1506.10 of these guidelines). The comment period for the CAI Draft EIS officially opened March 29, 1996 with the Notice of Availability published in the Federal Register. The initial mailing of the statement to over 750 addressees was accomplished on March 20, 1996 prior to the NOA. The close of the comment period was initially published as June 5, 1996 (68 days), and then extended to July 12, 1996 (105 days).

Response to Comment No. 4 Laughlin

The concept of natural quiet as a resource has been added to the Final EIS. This new discussion may be found in Subsection 4.14.

4

1 decided, that is a little worrisome. What are we
2 talking about if it could be changed?

3 I think the extension period should be
4 extended. We have had 90 days to discuss it. It has
5 been two years in the preparation. More discussion time
6 I think would be good.

7 What I really want to talk about is my feeling
8 as someone that wants to go down there and live quietly
9 for sanity in the wilderness. And one of the few quiet
10 natural places left in the 48 contiguous states. We
11 know how the antelope are impacted and the bald eagles
12 and the peregrine falcons, but people that simply want a
13 place to discover their own sanity, for them acoustic
14 space is important.

15 To talk about wilderness as if it's just a
16 physical thing without the acoustic space is a little
17 ridiculous. Part of any wilderness or natural area is
18 the acoustic space and this violates that, it destroys
19 it. And there is no reason to talk about preserving
20 wilderness areas if we are not going to preserve that
21 acoustic space. It's absolutely ridiculous to not see
22 that as part of it.

23 Now, other people have spoken for those
24 animals and critters that can't speak for themselves. I
25 want to speak -- this is the one thing I want to do

1 tonight, is speak for a group that I don't think has
 2 maybe been represented, and I'm not one of them, so I'm
 3 not sure if I can represent them, but there is a lot of
 4 Viet Nam vets in those mountains down there.

5 And a lot of people don't even know who they
 6 are because they are not asking for veteran's benefits
 7 or any of that, they simply want to get away from it.
 8 And things like a gunshot of a hunter or airplanes
 9 flying low or a helicopter flying over is very traumatic
 10 to those people.

11 How many of them are you willing to put
 12 through more trauma or how many are you willing to let
 13 commit suicide? I think we can start counting as soon
 14 as planes over the 130 decibels start flying over. And
 15 if you don't believe they are there, they are people --
 16 I will help you count them now or we can count the
 17 suicides when it starts to happen.

18 This is a group I think we need to care
 19 about. They have given a lot to their country and all
 20 they want is to be left alone, just as the peregrine
 21 falcons and the antelope should be left alone.

22 ROBERT BOWEN: My name is Bob Bowen. I
 23 live in Aurora, but I had property down in Rye, Beulah,
 24 and Lake San Isabel and I go down there quite
 25 frequently. I have been going down there since the

RESPONSES TO COMMENTS

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1 1930s, which is probably older than most of you people
2 here.

3 I came down pretty fired up this evening, but
4 then I was assured by the colonel outside that the
5 flights will all be higher than they have been in the
6 past. There will be fewer flights than there have been
7 in the past and they will be a much smaller area than
8 they have been in the past. So everything is going to
9 get rosier. Everything is going to be better.

10 Well, I go down there to get away from noise,
11 any noise like an aircraft flying over is very
12 disturbing. And I would like to make the analogy that I
13 would hate like heck to go into a doctor and have him
14 say, well, gee, you haven't had any pain for five years
15 so I'm going to take your appendix out, but we are not
16 going to use any anesthetic and if we average out the
17 pain, heck, you won't even feel it.

18 GLENN ENNIS: I'll just be very brief
19 here. First of all, my heart goes out to the gentleman
20 who is concerned about the psychological impacts on Viet
21 Nam vets. One of my friends who was a vet committed
22 suicide not so long ago.

23 My final comment is a technical one and it's
24 about the potential use of the air space by classified
25 aircraft. It's not clear to me from reading the EIS, or

Response to Comment No. 1 Bowen

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 1 Ennis

There are no known or projected classified actions that would utilize airspace identified in the CAI EIS. Cumulative sorties for all potential users of Colorado Airspace Initiative airspace are depicted in Volume II, Appendix N.

1 would I expect it to be clear, about classified
2 operations. On the very first page of the executive
3 summary page one of the draft EIS acknowledges that
4 quote, other Department of Defense aircraft would also
5 use the proposed airspace on an infrequent basis, end
6 unquote.

7 It's not clear to me whether that means sort
8 of run-of-the-mill everyday aircraft that just hasn't
9 been captured in the analysis. If so, they should be
10 captured in the analysis. I mean, to me that seems
11 pretty straightforward and plain and simple. If they
12 are not identified but are classified, then that is
13 another story.

14 Give you an example of working on the
15 plutonium processing facilities in Los Alamos and the
16 classified appendix to the environmental impact
17 statements are required to be prepared. Now, it doesn't
18 get subjected to public disbursal as this document
19 because we don't want to be talking about how many
20 kilograms of plutonium before we begin the high-speed
21 process and so on and so forth. Equally, it's difficult
22 to try to classify information and classify documents.

23 Nonetheless, if that is the case that the
24 classified operations that you're concerned with in the
25 San Luis Valley of classified craft, then I would

RESPONSES TO COMMENTS

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1 recommend and I believe that it's probably required
2 under the Department of Defense regulations that a
3 classified appendix to this document be prepared.

4 In closing, I'll just say people who process
5 this work for the Guard and I would urge you to hang in
6 there and stick it out. In the end we will end up with
7 a much better document and a much better and more
8 complete flight operation. Thanks.

9 DALE AHLQUIST: I tried to look at the
10 DEIS from every aspect when I analyzed it and I do not
11 believe that this air space proposal should stand or
12 fall on the basis of the Endangered Species Act because
13 I think there is so many more impacts then what the
14 impacts are to endangered species. However, I have been
15 troubled by the way the endangered species have been
16 dealt with in the DEIS, particularly with the peregrine
17 falcon study.

18 We were told there was a study underway. It
19 was referred to in the video tape that you all watched.
20 I've tried to find out some more about that because I
21 was told the other night by one of the representatives
22 of the Guard that the study is complete, that it shows
23 there is no impact on the peregrine, which contradicts
24 the comments of the Colorado Department of Wildlife
25 representatives who were very concerned after the effect

Response to Comment No. 1 Ahlquist

The study will be available sometime in late 1996 or early 1997, and will subsequently be submitted to a professional journal for publication. The report will not discuss impacts on peregrine falcons, but will discuss foraging habits, etc.

RESPONSES TO COMMENTS

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1 of the overflights on the peregrine.

2 Supposedly, and I'm putting this into the

3 record because I would like to have this addressed in
4 the final DEIS. Supposedly, the Air National Guard
5 promised to pay for a peregrine falcon study that would
6 take three years. The first year in which would be to
7 find out how many peregrine breeding pairs are in the
8 area of impact and look to study the effects on them.

9 The Guard, as I understand it, discontinued
10 the funding after one year, so the study was never
11 complete. However, Jim Anderson of Colorado College did
12 write a report based on the one year of study which I
13 think is being put forth as the peregrine falcon study.

14 The report has a coauthor, Jerry Craig of the
15 Department of Wildlife, who is a raptor specialist. I
16 understand that Jerry Craig had never seen the document
17 when it was released, yet his name appears as coauthor.
18 I would like that investigated.

19 The report was rebutted by members of the
20 Colorado Department of Wildlife. However, the report
21 has been presented without any adjustments or with any
22 of the criticisms about the inappropriate conclusions.
23 We have been told that we have to have peer-reviewed
24 studies and peer-reviewed scientific reports in order
25 for them to be valid in the DEIS. This study was not

Response to Comment No. 2 Ahlquist

The ANG withdrew from the study because of the absence of a developed study design that would adequately assess the impacts from overflights, and produce results that would be considered scientifically valid. The ANG would support such a study when an appropriate scientific approach could be designed.

-2

1 peer reviewed.

2 I also understand that the four breeding pairs
3 that were located next to Fort Carson, all four nests
4 failed last year. I'll just stop my comments there.

5 JIM ROPER: I didn't really expect to be
6 getting an opportunity to speak twice, but I thank you
7 for that. My concern is still with priorities. I have
8 heard a great deal of criticism of the scientific
9 validity of the study and I'm -- much of the analysis
10 I'm sure very accurate of the decibel noise levels
11 created and there are various ways of analyzing those
12 and the frequency between them. Particularly out at
13 Parker as it related to DIA.

14 And I guess I would have to say, so what? So
15 what? We have certain freedoms in this country which we
16 have to pay a certain price to maintain, and it seems to
17 me in this country many of us have forgotten how
18 precious it is and how difficult it is to maintain those
19 freedoms. There is a price to pay for civilians as well
20 as military individuals. There always has been and
21 there will continue to be if we continue to hold our
22 freedom.

23 Now, I have heard a lot of, not in my
24 backyard. Not in my backyard. We've got to stop
25 crime. We've got to capture those prisoners. We've got

RESPONSES TO COMMENTS

Response to Comment No. 3 Ahlquist

Historical information on the success of breeding pairs does not show a relationship to presence or absence of overflights. The Beaver Creek Aerie fledged birds in 1988, had an immature female in 1989, failed to fledge young in 1990, 91, and 92, but did fledge young in 1993 and 1994. The four aeries did fail in 1995, but failure was attributed to weather conditions on the front range. The Beaver Creek Aerie did produce bird in 1996.

Response to Comment No. 1 Roper

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

RESPONSES TO COMMENTS

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1 to put them somewhere. We need to build more prisons.
2 Where are we going to put them? Not in my backyard.
3 Well, the same forces seem to be at play and it bothers
4 me a great deal.

5 I think of the comment made by the lady -- I
6 can't remember her name. It was a ranch owner in the
7 area affected, former aerospace engineer -- and she
8 said she was just terrified by airplanes flying over. I
9 imagine as an aerospace engineer, she's probably heard a
10 lot of airplanes, knows what they are and is probably
11 not all that terrified. She may be very annoyed, but
12 not all that terrified.

13 And the animals, I read part of the draft
14 statement. The study on the American buffalo was
15 curious. In many cases 100 percent of the herd was
16 unaffected by those over-flights, and that lady was a
17 rancher said, well, those poor animals can't speak for
18 themselves. We people can complain, but they don't have
19 any way of complaining or registering their feelings.

20 It seems to me that when an animal refuses to
21 get up off the ground and move 20 feet or 30 or 40 feet
22 on a dead run or bellow, they've already registered
23 their feelings. They don't have any. Thanks.

24 LANCE GROLLO: I have about five points
25 I would like to make if I may, I'll make this as brief

Response to Comment No. 2 Roper

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

- 2

1 as possible. First, I would like to rebut what the
 2 gentleman just before me said. It was in defense --
 3 basically is his son needs air space in order to train,
 4 if he doesn't have enough air space he won't be able to
 5 be a good flyer and protect the nation that he's bound
 6 to protect.

7 Well, I am saying that his son has sufficient
 8 air space. 50 percent of the air space in the United
 9 States is already owned by the military. They don't
 10 need anymore. The Air National Guard, for four years
 11 while the study has been going on, has been training
 12 itself very satisfactorily with the air space that they
 13 had. The rationale for beginning this DEIS was the
 14 Denver airport changed the air patterns and cut out some
 15 of the air space that the Air National Guard was using.

16 The major space they were using, one of them
 17 was Fort Carson, it was approximately 10 percent. Just
 18 10 percent, so there is 90 percent left at Fort Carson
 19 they could add to the other end of it if they wanted
 20 to. The money spent on this study to buy additional
 21 land over in Fort Carson if they needed it and wanted
 22 to. And for that 10 percent they are asking for 40
 23 percent more air space just doesn't add up.

24 One other point is the finding of known
 25 significant impact as far as property values are

RESPONSES TO COMMENTS

Response to Comment No. 1 Grolla

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2 Grolla

The opening of the Denver International Airport resulted in the loss of approximately 40 percent of the New Raymer MOA and air traffic control assigned airspace. The impact on the existing Kit Carson MOA, combined with changes proposed under the CAI Preferred Alternative, would result in an overall decrease in the total military training airspace available.

Response to Comment No. 3 Grolla

In order to address concerns regarding possible devaluation of real estate, the EIS evaluated historical data for property values. This analysis compares counties within the study area for the CAI, including those areas with currently utilized military airspace, to counties outside the study area. The results indicate that all counties experienced increases in property values. Further, in terms of median property values, counties within the study area for the CAI increased 99.71 percent compared to counties outside the study area, which increased 57.74 percent. Whereas a report published by the Federal Aviation Administration concludes "that noise has been shown to decrease the value of property by only a small amount--approximately 1 percent decrease per decibel (DNL)," this analysis applies to airport/airfield environments and not land areas underlying military training airspace. Therefore, although it is not possible to absolutely conclude that counties experiencing military aircraft overflights incur any greater change in real estate values than counties not experiencing similar overflight activity, it is not likely that real estate values would drop as a result of the CAI.

1 concerned. Their own data says that for every rise of
2 one decibel, property values drop one percent. And on
3 average, using the San Luis Valley, the average rise in
4 decibels is about 15 percent. That's the 15 percent
5 loss in property values and they said that's not
6 significant.

7 Third point here is VR-413, which flies right
8 down the middle of San Luis Valley, follows Highway 17,
9 is one of the most dangerous corridors around. First of
10 all, forest danger. It's a major flyaway for birds. If
11 these birds happen to fly at approximately the same
12 level, at the low level of the approved flights, these
13 birds can be sucked up very nicely during the migratory
14 season. And what's going down is that a million-dollar
15 airplane and a million-dollar pilot, and fires are very
16 likely to take place.

17 And we have a volunteer fire department in the
18 valley in those cases that are not equipped to fight a
19 major fire, which is in the report doesn't give much
20 significance to.

21 Another danger is that Highway 17 is a
22 hazardous materials highway. In other words, it's the
23 nuclear waste and other such materials that get shipped
24 down that highway; and over that highway are flying
25 airplanes at great speed. Some of the residents in the

RESPONSES TO COMMENTS

Response to Comment No. 4 Grolla

Because of the potential for loss of a pilot's life and the high cost of modern military aircraft, avoidance of collisions with birds is extremely important to the ANG. The potential for a bird-aircraft strike would not change significantly under the proposal. Both the Original Proposal Alternative and the Preferred Alternative consist largely of modifications to existing airspace or establishments of new airspace in the vicinity of existing airspace. These actions would, therefore, encompass the same seasonally adjusted bird avoidance procedures associated with the bird migration corridors as are utilized currently with the existing airspace. Due to the fact that only four bird strikes have occurred in existing airspace associated with the Colorado Airspace Initiative in the past five years, the likelihood of future bird-aircraft strikes under any of the alternatives would be expected to be low.

The USAF has established a Bird/Aircraft Strike Hazard (BASH) Team to implement procedures to prevent and reduce the threat of bird/aircraft strikes, and to investigate and track any bird strikes that occur. In addition, each USAF/ANG base or flying unit is required to establish a BASH program to minimize the risk of bird strikes both at the base airfield and in airspace training routes for the unit. The USAF BASH Team assists each base or flying unit by providing Bird Avoidance Model (BAM) graphs. These graphs estimate the relative bird strike risk for flying along a specific low-level route or operations area. The model is developed on the basis of waterfowl and raptor migration and concentration data. The BAM graph depicts the severity of the bird strike hazard at a particular time of day, month, and segment of a low-level route. This information is used by the flying unit to determine the optimum route schedule and avoidance measures to be taken to prevent bird/aircraft strikes. In addition, the unit publishes Notices to Airmen (NOTAM) to alert transient aircrews to specific bird migration hazards, activity periods, and avoidance procedures.

RESPONSES TO COMMENTS

Response to Comment No. 5 Grolla

Initial response to an aircraft accident is the responsibility of the civilian authorities nearest the crash site, who would provide emergency services such as fire, police, and medical assistance, as necessary. It is the responsibility of the civilian unit responding to an aircraft accident to determine what response actions they are capable of performing, including the evaluation of proper personnel training and response equipment. If the responding unit is not capable of performing certain response actions, they should request assistance from the nearest civilian unit capable of performing the required response. In the event of an aircraft accident, the nearest USAF installation would be notified by these authorities. In most cases, the nearest USAF installation would have been previously notified by the USAF unit associated with the downed aircraft. Upon notification of the aircraft accident, the commanding officer of the nearest USAF installation dispatches a Disaster Response Force. The Disaster Response Force includes personnel who have been trained to respond to this type of occurrence, and would include disaster preparedness, security police, medical, fire department, legal, munitions, mortuary, and others as required. The Disaster Response Force would assist local response teams in matters of fire suppression, site security, medical treatment and evacuation, accident evaluation and investigation, retrieval of classified materials or equipment, and protective measures, such as munitions disposal and hazardous/toxic materials protective measures. When necessary, the Disaster Response Force would coordinate activities with other regional response forces to ensure all personnel and equipment are obtained for proper mitigation and control of the accident site. It is the ANG policy to provide training, upon request, on aircraft accident emergency response to any recognized emergency response agency.

Response to Comment No. 6 Grolla

The 140 WG and other DOD units routinely avoid overflight of known or mapped vehicular routes that carry significant volumes of traffic.

14

1 area, before the study began and they were flying the
2 low level, was startled off the highway by an airplane
3 coming over. You can imagine what could happen to a
4 truck carrying munitions if the driver was startled off
5 the highway.

6 Another danger is the wind. The wind is
7 fierce there in the afternoons. Great gusts of wind.
8 If the pilots want training under adverse conditions,
9 well, that's certainly a fine place to do it, as far as
10 the wind is concerned training there. But it's still
11 the danger.

12 And the fourth point is that the valley is not
13 vacant of people. There is approximately 40,000 people
14 living in the valley. And the report says there is no
15 significant impact to the population. But the
16 population is growing. 40,000 people, all of which
17 won't live under the flight pattern certainly, but a
18 majority of them do. It would be along Route 17 where a
19 great number of people live.

20 I just wanted to mention that there are two
21 major scientific flaws to the report. The noise formula
22 is definitely flawed, as I hope you will be convinced of
23 by this evening, and second, that the low-level flights
24 are no longer militarily viable.

25 The Gulf War -- and I'm repeating myself --

RESPONSES TO COMMENTS

Response to Comment No. 7 Grolla

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 8 Grolla

The approach used in the EIS has been modified. The Federal Interagency Committee on Noise (FICON), representing a variety of Federal agencies with a mix of concerns associated with aircraft noise, reviewed aircraft noise analyses issues in 1992. This committee's report (FICON 1992) continued an approach to evaluating relative impacts associated with aircraft noise that has been recognized by noise analysis experts as the most widely endorsed and comprehensive approach to aircraft noise analysis available. This approach to noise analysis was incorporated into the analyses associated with the Draft EIS. In general, Federal land use compatibility criteria are derivatives of guidelines first devised for land near airports. All land use compatibility is based on the use of Day-Night Average Sound Level (abbreviated as DNL or Ldn) as the descriptor representing community noise environments. The criteria treat areas below DNL 65 dB as compatible for all uses, including residential, and they treat DNL 65 dB as a threshold for significant exposure. There is no generally accepted method for treating rural areas differently for these purposes.

However, many EIS reviewers, including some members of the Federal regulatory community, felt the application of the FICON standards, and the 65 dB threshold, to a rural setting was inappropriate for such areas with more quiet ambient noise conditions. Consequently, the use of the 65 dB threshold as the sole means to assess relative impacts or the acceptability of noise levels associated with aircraft operations addressed in the EIS has been modified and the analysis now includes additional information to evaluate potential impacts.

Response to Comment No. 9 Grolla

Low-altitude flights allow pilots to learn to avoid detection and to survive in combat. Low-altitude flying provides a significant operational procedure through which detection can be minimized. Training is essential to acquire the skill to use this procedure. Specific combat conditions that allowed high-altitude operations in the Gulf War may not exist in future conflicts. The need for this training is required by Air Force training regulations.

1 the Gulf War was not fought at low levels, it was fought
2 at mid to high levels. Yet the Air National Guard
3 insists that low-level flights are still desirable.
4 They are not. They should wake up.

5 GLEN SCHULZE: I'm going to give my
6 business card to the lady here. For the record, it has
7 an Internet e-mail address on it here and I would be
8 happy to volunteer answers to technical questions from
9 either side of the debate here.

10 And I do want to make a special suggestion to
11 the Air Guard here and believe me, I want your F-16 to
12 have the best opportunity and your pilots for training
13 as possible. But before I make that suggestion, I
14 wanted to bring a little bit of weight to bear on what
15 I'm saying here, a little background information. I
16 have an electrical engineering degree from Washington
17 University in Saint Louis and for the last 20 years I
18 have been on the nonteaching technical staff at the
19 flight research labs, University of Texas Aerostar.

20 Primarily, in the last 20 years I have been
21 working in the field ASW where we record underwater
22 sensors with the sound levels that were captured from
23 either manmade or natural environments below the water.
24 And that requires precise calibration of the sound
25 sensors in the correct recording of the levels and

1 correct recovery of those and the correct analysis of
2 those. So you can see it's very similar to what we are
3 talking about here in terms of noise levels in the air.

4 I'm also a consultant to several law firms in
5 the area of aviation and crashes. It's one of the five
6 leading aviation attorneys in the country, it's Wilken
7 Jenner. Recently served as an expert witness in the air
8 crash in Bridgeport, Connecticut, and I'm currently
9 working on two other cases. One for Slack and Davis, a
10 law firm in Austin, and one retainer by Kirk and Packard
11 in Los Angeles.

12 Now, the specific request that I make to the
13 Air National Guard is that you've heard a lot of people
14 say that the averaging is not acceptable to them. I'll
15 be happen to volunteer my services to you people here at
16 Buckley. I would be happy to answer questions and
17 explain why that averaging is not acceptable and what is
18 available in its place that has meaning. I would be
19 happy to do that then.

20 We can do it all by e-mail if you wish, I just
21 live in Littleton, I would be happy to do that. And for
22 you that live down south, if there is any get-together
23 that is going on down there and you people think it
24 would serve a purpose for me to come down and make a
25 presentation, I would be happy to do it. Are there any

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Response to Comment No. 1 Schulze

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

1 questions? That's it.

2 (email: Schulze arlut.etexas.edu).

3 KATE STEICHEN: Hi, I'm Kate Steichen,

4 again, president of the Open Space Alliance. I made some
5 of these recommendations in Alamosa, but I was speaking
6 extemporaneously, so I'm not sure what I left in and
7 left out. So I would like to just go through
8 specifically.

9 We request that the alternative development by
10 the Colorado Working Committee be included in full and
11 analyzed as part of the DEIS process as a complete and
12 viable alternative. This was an official group that was
13 formed sort of ad hoc as it was kind of referred to in
14 the DEIS. In the alternative as it stands now it is
15 kind of buried in the appendix and it was sort of
16 cherry-picked by the Guard and the governor saying this
17 is what we like about it and this is what we don't. To
18 us that is really unacceptable and it sort of ruins our
19 whole effort in doing that.

20 And I would also ask the Air National Guard to
21 explain what screening methodology was used to determine
22 what is an official alternative. I understand the
23 process is supposed to be -- alternative suggests that
24 there is more than one, so I would like to know what
25 methodology was used to screen to determine that.

RESPONSES TO COMMENTS

Response to Comment No. 1 Steichen

The recommendations from the Working Group, presented in Appendix F, were used to develop the Preferred Alternative. Many of the airspace recommendations included in the Working Group Alternative were incorporated verbatim into the Preferred Alternative and significant portions of the other recommendations also were adopted into the alternative. As such, these recommendations are consequently evaluated in the EIS. The airspace configuration components not adopted were only eliminated after air traffic or environmental conflicts were identified that made their inclusion not feasible. The proposed configuration of military airspace and the route structure were then coordinated with Federal Aviation Administration representatives and is based on its ability to meet existing U.S. Air Force training requirements. The configuration of military airspace for the alternatives considered, including the Preferred Alternative, was derived in part by available unobligated airspace and was designed to avoid airports, instrument approaches, major airways, and known environmentally sensitive areas. The Working Group Alternative has played a very prominent role in the formation of the Preferred Alternative addressed in the EIS.

Response to Comment No. 2 Steichen

The National Environmental Policy Act dictates procedures for all Federal agencies on how to cultivate alternatives. The use of criteria to narrow alternatives into a manageable arena is allowed, provided that all reasonable and viable alternatives are shown and examined. Volume I, Section 1.3.2 outlines these procedures as applied to the CAI.

As part of that initiative working committee recommendation, we would ask that VR-413 be either replotted or illuminated and its proposed sorties be assigned to the VR-416. Again, that was part of the working committee's recommendation, the part that refers to the valley of which I'm a part. And most especially we would ask for a revised draft environmental impact statement in which a minimum the following pertain:

One is that legitimate up-to-date specific scientific documentation used to support the findings. Much of the documentation is used is from the '70s, it's very generic. There is even a statement in there that says, the seasons or the temperature in the valley varies from season to season. Well, I think that's the definition of a season. It really doesn't give us specific information that really is legitimate and up to date.

We would ask that the issues in this revised EIS that were raised at the scoping meetings and in these EIS hearings be analyzed. Again, specifically, not generically. A lot of mention tonight has been made to the noise impact studies. We would ask that these be relevant to the specifics of the affected areas and the noise effects are cumulative, not averaged for the entire MTR over 24 hours.

RESPONSES TO COMMENTS

Response to Comment No. 3 Steichen

Military training route VR-413 is an existing airspace currently used for training. Under the Preferred Alternative, its width would be reduced in size to 6 miles. This would significantly reduce the land area under this airspace and would move its eastern boundary away from the Sangre de Cristo Mountains and the Great Sand Dunes National Monument. In addition, its turn point near Mount Blanca would be moved further south. The minimum altitude would be raised from surface to 500 feet above ground level.

Response to Comment No. 4 Steichen

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

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We would ask that in this revised DEIS that proof be given of good faith mitigation of the environmental impact in the San Luis Valley with the Colorado Division of Wildlife, Colorado state parks and the U.S. Fish and Wildlife Service. We have formally submitted serious, very specific concerns about the plan as proposed. We would ask that the F-16 modifications and their effects on the Colorado air space initiative are clearly stated.

We have information from the manufacture of the F-16 saying that the modified F-16s of the future are capable of night flying and capable of refueling in the air. We have significant impacts on those of us on the ground and those are addressed in the DEIS, so that is a real cause of alarm so we mention that.

Finally, and this has been mentioned before, the cumulative impacts from out of state Air Force and Air Guard units be included and analyzed as part of this process. In addition, we would ask that the public meeting be held in Moffat. We were the second largest turnout in the scoping meeting occurred, and yet instead the Guard chooses to hold the hearings in Alamosa where the planes don't fly. So we find that very inconvenient and frustrating at the least.

And we would also ask, again, that a

Response to Comment No. 5 Steichen

Cumulative effects of all military airspace uses was incorporated into the Draft EIS. See Appendix N for cumulative sortie totals.

Response to Comment No. 6 Steichen

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

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1 congressional investigation be made into the amount of
2 money spent without a normal bidding process to produce
3 what we consider a scientifically unprofessional draft
4 environmental impact statement. Thank you.

5 BOB SENDERHAUF: Thank you. My name is
6 Bob Senderhauf and this is a continuation of an earlier
7 statement. I would like to put into the record another
8 big concern that we have and that's the utilization of
9 any and all air space within our country. And the
10 reason that I'm saying this is so many times we have
11 come across where the Air Force will have their air
12 space, the Army will have theirs and another branch of
13 the service will have theirs. And I think it's time in
14 our country for someone to get together and have a
15 compiled analysis and information as to all the air
16 space in our country. And I think it's time that all
17 branches of the service work together and share that air
18 space, you know, with the downsizing of the military and
19 these types of things, I think it is something that we
20 should take a very, very serious look at.

21 Another item that I wanted to touch on was
22 that the air burst range, and one of the previous
23 studies that was mentioned in the DEIS, I believe, or in
24 the ORRs that the air burst range was supersaturated.
25 And if that then is the case, why are we trying to bring

Response to Comment No. 1 Senderhauf

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 2 Senderhauf

At this time, there are no issues that would lead to the immediate closing or reduction in use of the Airburst Range.

RESPONSES TO COMMENTS

21

1 everything into that particular air burst range? Why
2 don't we have two, three, four, five, ten of these
3 throughout the state in order for these people to do
4 their training?

5 I'd also like to ask for the record these
6 people that are listening to this have heard this
7 probably four different meetings, but I am formally,
8 again, asking for a 90-day extension to the comment
9 period. It is over June 5th. These documents -- we
10 still have heard of people just in the last few weeks
11 that are just starting to get the draft DEIS. They
12 haven't had an adequate time to really look at it. And
13 in all honesty, neither have we. We want to dig into it
14 more and we want to have some educated comments to that
15 document for the benefit of all.

16 I am going to also make a statement regarding
17 the meetings. I have protested in other meetings that
18 the public hearings that we are having here haven't
19 previously -- in the scoping meetings, I should say,
20 they were held in Moffat and down in Fort Garland over
21 in Gardner, two of them in Westcliffe and one of them in
22 Rye. Not all of these people who are directly affected
23 have the opportunity that you folks here have tonight,
24 so I am registering a formal complaint regarding having
25 additional areas for those meetings.

Response to Comment No. 3 Senderhauf

The Council on Environmental Quality provides guidelines for the preparation of Environmental Impact Statements, and the review of EISs by the public and various government agencies. These guidelines direct agencies to "allow not less than 45 days for comments on draft statements" (Section 1506.10 of these guidelines). The comment period for the CAI Draft EIS officially opened March 29, 1996 with the Notice of Availability published in the Federal Register. The initial mailing of the statement to over 750 addressees was accomplished on March 20, 1996 prior to the NOA. The close of the comment period was initially published as June 5, 1996 (68 days), and then extended to July 12, 1996 (105 days).

Response to Comment No. 4 Senderhauf

The hearing locations were selected to ensure the inclusion of a wide geographic representation of potentially interested parties within the affected areas to ensure maximum participation. The availability of meeting rooms with the requisite facilities, that could be reserved on the dates required, also was a significant factor in the selection process. Input from the Citizens Working Group and its members was also considered. These factors were considered more significant than selecting a site primarily on the basis that it might be directly under an airspace.

Another comment that I want to make is the data that has been put together, I'm asking for the contractor to update their information as to the growth in the area that was brought up by one of the previous speakers. I sit here with mixed emotions this evening in making this comment, but I will make it. Custer County is about the tenth fastest growing county in the United States. On one side that's good and the other side it's not so good.

So -- but we are getting to the point where we are self-sustaining, we do not owe anybody anything, we do not have any indebtedness in the county so some development has really helped us, and that goes for our county governments as well as our school systems.

We talked about economics. I sit on the board of directors at the bank. I sit on the board of directors for Upper Arkansas Water Conservancy District. I know that Aurora is where Buckley is, of course, located. I know that economic part of this is really important to each and every person in this community and I respect that. But I also want to put on the table another idea.

Why don't we take some of those federal monies and deposit those monies in some of the banks that are also affected by this initiative and spread this money

RESPONSES TO COMMENTS

Response to Comment No. 5 Senderhauf

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

Response to Comment No. 6 Senderhauf

The operation of the 140 WG out of Buckley Air National Guard Base in Aurora has an obvious economic impact for the immediate surrounding communities. In 1994, the payroll for the Colorado Air National Guard personnel stationed at Buckley exceeded \$34 million and local expenditures, primarily contracting and purchasing, were almost \$22 million. The State of Colorado collects property taxes from the men and women who work at Buckley and live in the community, and collects sales tax dollars from all purchases made within the State by ANG members. These revenue sources are a part of the general funds for the State which are distributed on a yearly basis by the General Assembly to every county in the State.

1 around a little bit? As long as they are in federal
 2 depositories, you know, that is certainly possible. And
 3 maybe that could be of some help to the small poor rural
 4 communities and I think that is a very valid type
 5 question. Thank you for your time.

6 JIM ROPER: I'll make this one brief and
 7 it's not people oriented, it's about economics and it is
 8 a rhetorical question. The previous speaker, who
 9 certainly is in a position to know since he has been a
 10 county commissioner, indicated something about the
 11 economics of Custer County.

12 Now, my understanding is, and I could be
 13 wrong, that these military overflights have been going
 14 on for a number of years in that particular area. It's
 15 nothing new. But he rather proudly stated that the
 16 county is the tenth county in the country, unless I
 17 misunderstood that, and my question is, how does that
 18 economic phenomenon jive with the negative impact of
 19 having military jet aircraft overflight the county for
 20 the past I don't know how many years?

RESPONSES TO COMMENTS

Response to Comment No. 7 Senderhauf

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

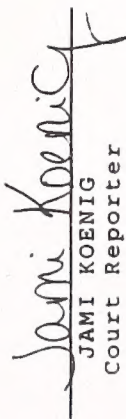
Response to Comment No. 1 Roper

Comment noted (see Section 6 in Volume I concerning incorporation of public comments).

C E R T I F I C A T E

I, JAMI KOENIG, a Court Reporter, do hereby
certify that I reported by machine shorthand the hearing
proceedings contained herein, and that the foregoing 23
pages constitute a full, true and correct transcript.

Dated this 10th day of June, 1996.


JAMI KOENIG
Court Reporter

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